MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 230

CONTRACT NUMBER . 9404 (1980)

1981 Denney Rd.-Hart Rd. Sec. of 94C4
- Hall Blvd.
- (Grading, paving & signals) [redacted]

CONTINUED

Smead.

No. 2-152-5L

HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

C+A 69741 1-29-80
9-11-81

CONTINUED

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. C.

FORM PR-1 (REV. 4-61)

8-26-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65: City St., Denney Rd., S. 0.33 mi. (Beaverton)	ADT	PRESENT 13,000	FUTURE ---- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 29 62: Channelization & Traffic Signals	NATL. FOREST (63) (65)	FA ROUTE NO. (66) (69)	SUPV AREA (70)	DA CLASSIF. (75)	DA AREA (77)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- (14 23) NUMBER 9091 (24 27)
CARD	CLASS OF FEDERAL FUNDS: Interstate Substitution General Funded						COUNTY NAME: Washington		CO. U (114)
	NAME OF URBAN AREA (17-31): Portland						ROUTE NO. U	FEDERAL-AID 9091 (32)	STATE City St.* (36) (37) U.S. ----

CARD 5	LINE NO.	CHARGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Beaverton)
	(1-4) (8)	(10 41)		(42 43)	(43 48)	(85)	(54) (58)		(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y008 Y031		"Allen Blvd.-SW Scholls Ferry Road Section" (Denney Rd.-Hart Rd. (Beaverton) Sec.)	0.0	334,710	(I-80N) 284,500	-----	50,210
								0.0	334,710	284,500	-----	50,210

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	10-1-80	

(16) (23) (24) (33)

REMARKS: Additional Data: Item No's. IX-9091(4) & (9

* SW Hall Blvd.

1341999

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-81)

8-26-81

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Denney Rd., S. 0.33 mi. (Beaverton)	ADT	13,000	----	---	10	Oregon	41	772	90150

RK (35 typewriter	NATL. FOREST	US ROUTE NO.	SERV. SECT.	ER CLASIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	For Project Only POST NO.	DESIG.
raffic Signals								IX-	9091	(10)		

Interstate Substitution General Funded

Portland

COUNTY NAME: Washington — CODE: 067

PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO. U | FEDERAL-AID: 9091 | STATE: City St.* | U.S.: ----

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Beaverton)	CHARACTER OF PROPOSED WORK (Full description)
W								
NST (DE) ICS 08 81		"Allen Blvd.-SW Scholls Ferry Road Section" (Denney Rd.-Hart Rd. (Beaverton) Sec.)	0.0	334,710	(I-80N) 284,500	-----	50,210	ROW-50' min.; Access Control-partial; Parking Restrictions-partial.
JLG	PROJECT TOTALS		0.0	334,710	284,500	-----	50,210	

APPROVAL DATES: 10-1-80

* SW Hall Blvd.

REMARKS: Additional Data: Item No. 90150; Project No's. IX-9091(4) & (9).

-over-

USCOMM DUSCOMM-DC 46905-P81

ALLEN BLVD. - SW SCHOLLS FERRY RD. SEC.
PROJECT NO. IX-9091(10)

Remarks -continued

Project Data: The work consists of 1) construct channelization by widening the existing two-lane facility requiring grade, drain and high-type pave to provide for left turn refuge lanes, 2) install traffic control signals at intersections of Denney Rd. and Hart Rd., 3) adjust utilities as required and 4) perform incidental work common to this type of project.

Data for PR-37:

Y008	Channelization	$204,710
Y031	Traffic Signals	130,000

Notes: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '81 AE/TIP on page 126 as #110.

9404

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 18, 1981

File No: 134-1999

TO: F.E. TERPIN
Location Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: SW Denny Rd. - SW Hart Rd.
SW Hall Blvd.
City of Beaverton
Washington County

I request approval of the attached Authority for Survey No. 2 for the subject project. This is an Interstate Transfer project sponsored by the City of Beaverton.

This project was originally planned as an improvement between the Tualatin Valley Highway and SW Scholls Ferry Rd., a distance of 2.84 miles. Now the project has been shortened to the section from SW Denny Rd. to SW Hart Rd., a distance of 0.57 mile. However, the PE expenses include considerable work on the original section before the decision was made to reduce the length of the project to stay within funding constraints.

The major contributors to the overrun of the previous authority are the field survey (Function 901), right-of-way liaison (Function 913), and environmental (Function 923). Regarding the field survey, there was considerable extra work required to develop alternative designs at the request of the City of Beaverton with accompanying cost estimates. The project was revised to stay within the amount of available funds. As a result of numerous design revisions, the length of time necessary to complete the field work stretched out to 440 work days. This ran up the cost of the field survey. The right-of-way liaison effort increased when the City of Beaverton requested the state to acquire the right-of-way. The cost of the environmental function (923) increased as our environmental unit was involved in evaluating project alternatives and attending meetings on this project.

The amount of this Authority for Survey is 24.1 percent of the current construction estimate of $205,000. However, the cost estimate was $306,000 for the original section on which the first design was made.

continued...

G2

The current right-of-way estimate of $2,800 for this job underruns the current right-of-way obligation of $35,000 (federal), IX-9091(9). I request a deobligation of the necessary federal funds from the right-of-way obligation to increase the preliminary engineering.

There are adequate federal funds in the MSD project authorization to cover the current project estimate. MSD Transaction #8106082 (attached) shows the current MSD authorization. We will ask the City of Beaverton to make an administrative adjustment to cover this authority for survey. However, this MSD action doesn't need to delay our requesting approval from FHWA.

TAS:ECM:JS

cc: D.R. Adams
D.E. Swan
G.E. Zehner
C.H. Duval
E.C. Purdy

Attachments

Form E-39 (Rev. 9-71)

PLANNING FILE 78-55

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW DENNY RD. - SW HART RD.

Date August 17, 1981

Highway SW HALL BLVD., CITY OF BEAVERTON

Authorization No. 2

County WASHINGTON

Survey Prefix 134-1999 (Assigned by Salem office)

Description of termini, route, length, etc.: The route follows SW Hall Blvd. (formerly Beaverton-Tualatin Hwy.) from 1000 feet north of SW Denny Rd. to 1000 feet south of SW Hart Rd. The length is 0.57 miles.

Proposed: TSM project to widen Hall Blvd. for channelization between Denny Rd. and Hart Rd., signal improvements at Denny and Hart. Bus and pedestrian improvements.

Purpose of survey: Conduct field survey, prepare plans, specifications and estimate of cost.

Estimate of cost: $205,000 (construction)
Funding: FAIX (Mt. Hood Transfer)
Class II, Categorical Exclusion
Federal Aid No. IX-9091 (4)

Field Survey	(901)	33,000
Citizen Participation	(902)	100
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	2,200
Traffic	(911)	6,500
Landscape	(912)	
Liaison R/W	(913)	1,500
Utility	(914)	500
Photogrammetry	(916)	10
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,500
Administrative Services	(922)	200
Environmental	(923)	1,200
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 49,410

Previous authorization 25,000

Additional authorization requested 24,410

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Curtis H. Duval
End Engineer

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

D.R. Adams
Regional Engineer

D.R. ADAMS, Project Development Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

08-Jun-81

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

FUNDING TRANSFER PER LTR DTD 02-JUN-81

TRANSACTION #: 8106082
PROJECT: BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE
FUNDING: MT HOOD CATEGORY I-REGIONAL TRANSITWAYS
SPONSOR: CITY OF BEAVERTON
FILE # : 51230135
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

	**********PREVIOUS STATUS**********			******NEW STATUS*******	
	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING	25,958	0	25,958	-15,958	10,000	10,000
CONSTRUCTION	154,906	0	154,906	-63,186	91,720	91,720
TOTAL	180,864	0	180,864	-79,144	101,720	101,720

PROJECT: HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD
FUNDING: MT HOOD CATEGORY I-REGIONAL TRANSITWAYS
PROJECT FUNDING COMBINED-ADJUSTMENT ONLY FOR THIS FUNDING
SPONSOR: CITY OF BEAVERTON
FILE # : 51407237

PRELIMINARY ENGINEERING	31,015	21,250	9,765	0	9,765	31,015
RIGHT OF WAY ACQUISITION	0	0	0	45,000	45,000	45,000
CONSTRUCTION	239,191	0	239,191	34,144	273,335	273,335
TOTAL	270,206	21,250	248,956	79,144	328,100	349,350

HOOD FUNDS 349,350

[][][][]
230*12* 16713*32* 0*33* 153287**** 0 101720
407*22* 45000*32* 34144**** 0 79144

9404

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/13/81
Donald L. Bonet

Oct 8 — All Clear Deadline
September 24 — Bid Letting August 12

SECTION Denny Road - Hart Road (Beaverton)
Highway FAU 9091
County Washington — Region Metro
Type of Work G.P. Signals, Sign — Funds
State ___ Consultant ___ Plans Avail. ___Yes ___No

Constr. Noise ✓

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment					
Write-off Letter					

2 EXC

PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey	X				
Cultural Salvage	X				
NOISE:					
Noise Study	X		X		

File No. 134-1979

9404

OREGON STATE HIGHWAY DIVISION

TO: 8-4-81 Jon Rose

SUBJECT: Hall Blvd. (Hwy 8 West) Washington County

FROM: Curt Quaal

DATE: Aug 3, 1981

Attached revised preliminary plans as well as City of Beaverton signature preliminary plans for subject project. Comments concerning signal shall be — are — red.

8-4-81

Buz Swan

The attached plans have been reviewed by Metro Staff and approved by the City of Beaverton. Please note the comments in red, and distribute to the Traffic Section

Jon Rose

Curtis H. Quaal
(SIGNATURE)

PLEASE REPLY HERE

To Traffic
8/6/81

PROJECT MANAGEMENT BRANCH

ASHE ☐ STE ☐

PLE ☐ RE ☐ PR ☑

AUG 5 1981

REFERRED TO _____

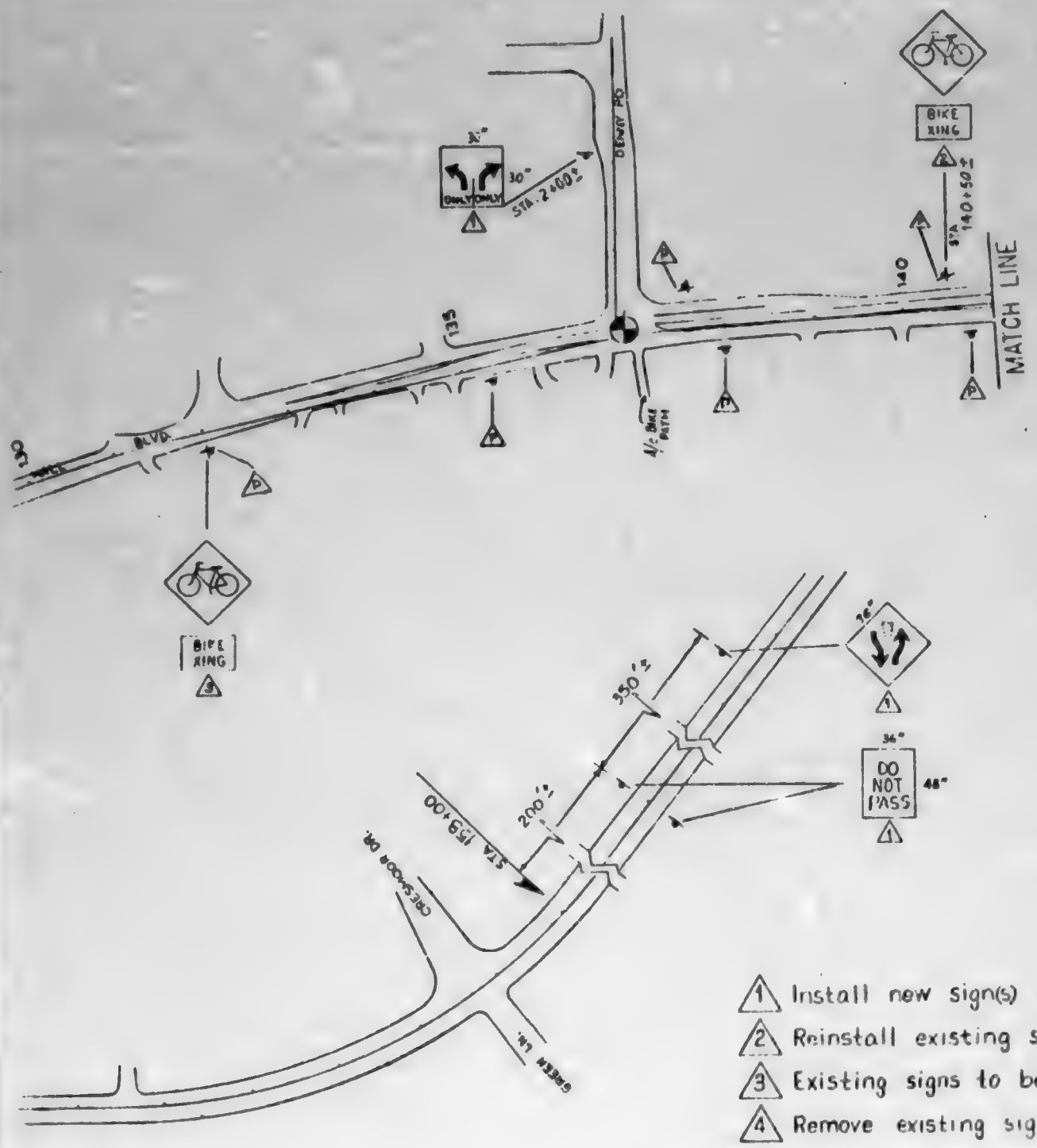
FOR _____

FILE: PM FA LG.

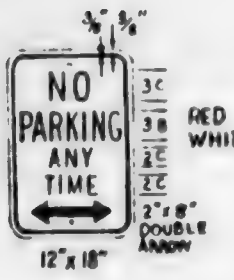
CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1



1. Install new sign(s) and post(s).
2. Reinstall existing signs and post.
3. Existing signs to be left in place.
4. Remove existing sign and post.
P. Install new NO PARKING sign (and post, if needed).
Signalized intersection.



Donald Travis (Asst Traffic Engineer)
CITY APPROVAL

7/30/81
DATE

SIGNING PROJECT

DENNEY RD.~HART RD (BEAVERTON) SECTION
FAU 5011 (HALL RIVER) WASHINGTON COUNTY

Action	Date	Signature	Title
Submitted	7-21-81	Dana Hoffer	Traffic Control E
Approved	7-22-81	J. J. Lacy	Sign Engineer
a			Traffic Engineer
a			Asst. Hwy Engr.
Accepted			

9404

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Hwy# 141

7-24-81

Attention: Right-of-Way Section

Prefix 134-1599

Subject: Federal Aid Project No. IX-9091(4)
Project Name Allen Blvd.-East City Limits Section,
HAll Boulevard, FAU 9091, City of Beaverton

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL 27 1981
M AM ADM RBR RS
PMS AS CE OS TA

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Beaverton, Oregon, this 24 day of July, 1981

County of Washington

Mayor County-Judge/Chairman

Recorder Pro Tem Commissioner

-Commissioner---

Certified By:

Kenneth Roese
Regional Right-of-Way Supervisor
Date 7-24-81

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

ilp

9404

Beaverton

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 21, 1981

In Reply Refer to File No.

134-1999

DONALD R. FARIS, Ass't Traffic Engineer
City of Beaverton
4950 S.W. Hall Boulevard
Beaverton, OR 97005

Subject: Hart Road Improvement
Near Hall Blvd.
City of Beaverton

Our Final Design Section has advised that if they can receive the typical sections, plans, and estimates for the Hart Road improvement by August 1, they stand a good chance of getting it to contract for the September letting. This assumes you will accept our specifications for the work and no changes on the plans of typical sections will be necessary.

An agreement will be required spelling out the details on the required deposit, etc. Jon Rose, our Federal Aid Specialist, has started the process to obtain this agreement.

Curtis H. Duval

CURTIS H. DUVAL
Metro Location Engineer

CHD/po

cc: Lyle Watson

1 Versteeg
Anderson
2 Christensen SW
Olson
Copy Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 22 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

9404

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 20, 1981

TO: BUZ SWAN Att: Mainor Holmes
Operations Programming Engineer

File No: 134-1999

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Hart Road Improvement near Hall Blvd.
City of Beaverton

The City of Beaverton would like to combine a City financed project on Hart Road between Hall Boulevard and Trillium Avenue with the Hall Bouleavard project (Denney Road-Hart Road Section) for contracting purposes. The City expects to perform the preliminary and construction engineering and will provide plans on federal aid sheets for the City project. It seems that we should have a supplemental agreement with the City to define the responsibilities.

The State will receive the City's preliminary plans, incorporate the information into contract documents and advertise, let, and award the contract. State specifications will be used. Bid items will need to be identified so that cots can be segregated and the City will be responsible for all costs attributable to that portion of the project lying outside the limits of the Hall Boulevard TSM project. If you agree that one is needed, we should get the agreement to the City shortly in order to meet the contracting schedule. I have included a map showing the area involved. If anything further is required. please let me know

po

cc: Curt Duval
Bob Heard

Attachments

Agreement to typist 7-23.
MCH

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 17, 1981

File No:

TO: CURT DUVAL
Location Engineer

FROM: DON ADAMS
Project Development Manager

SUBJECT: Denney Road to Hart on Hall Boulevard

Lyle Watson advised me today that if the City can get the typical sections, plans, and estimates into the Design Shop by August 10, he thinks he could get it to contract for the September letting. This also assumes that the City will accept our specifications for the work and that no changes on the plans or typical sections will be necessary. The City should be advised to get the plans in by August 3 to provide a little insurance that the project would go to contract.

An agreement will be required spelling out the details on the local match, deposits, etc., probably an addendum to the existing agreement. Check with Jon Rose and see if an agreement is necessary. I suspect because of the total local funding on the Hart Road portion of the project, that the agreement would have to be changed.

po

cc: Jon Rose

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

July 7, 1981

Jon Rose, Federal Aid Specialist
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

Re: Hall Boulevard TSM - File No. 134-1999

Dear Jon:

I am returning an approved set of Hall Boulevard TSM plans.

Also enclosed are three (3) sets of the Hart Road widening which the City would like to have included in the TSM contract.

The City of Beaverton understands that the cost of construction on Hart Road widening will be total City responsibility.

The preliminary engineering, plans, construction engineering will also be totally City of Beaverton's responsibility.

Thanks for your cooperation with this project.

Very truly yours,

Donald R. Faris

Donald R. Faris
Assistant Traffic Engineer

cc: Jerry Williams

Enclosure
DF:rn:#29

9404

Beaverton

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION (DEPT) 378-6558 (TELEPHONE)

TO MEMO TO THE FILES

DATE: July 14, 1981

FROM FINAL DESIGN
Norman E. Mann

SUBJECT: Project Name Change

Copy
Cor 21-10
Beaverton

It has been necessary to change the name of this project

FROM Allen Blvd - Beaverton ECL

TO Denney Rd. - Hart Rd (Beaverton)

Scheduled Sept. 24, 1981

cc: Region 1
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location
Metro

1 Verstoep
2 Anderson
3 Christensen
4 Olson
5 Sullivan
Terpin
7 Trout
6 Wakerlig

RECEIVED
JUL 14 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring By
Action

9404 7-7-81

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Summary
3,4	Plan & Profile

STATE OF

DEPARTMENT OF T

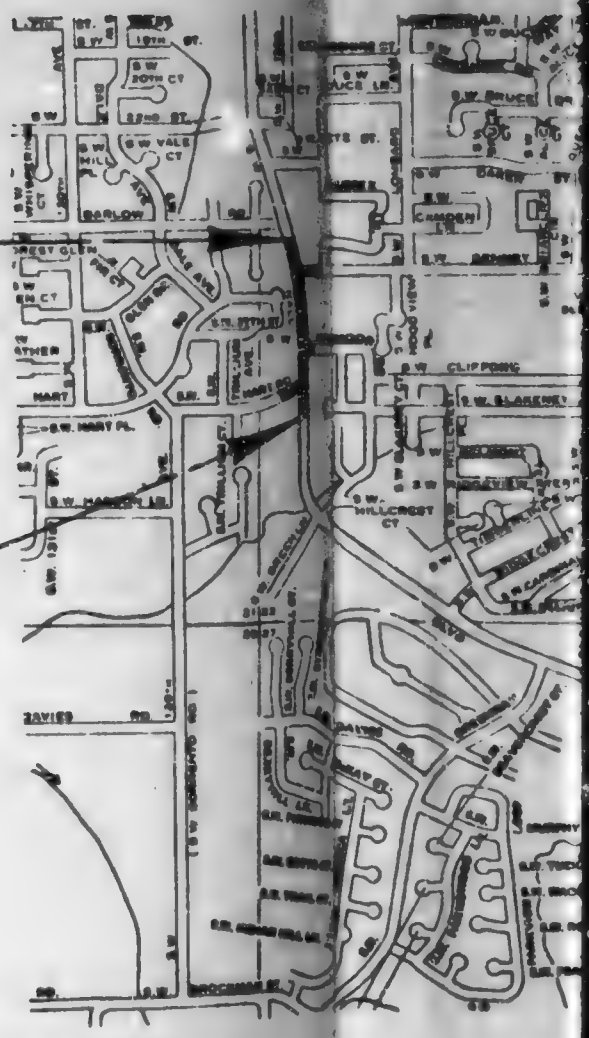
STATE HIGHV

PLANS FOR PRO

DENNEY RD.-HART RD

FAU 9091 (

WASHINGT



BEGINNING OF PROJECT
Sta. 133+00

END OF PROJECT
Sta. 150+30

BEAVERTON

T. 1S.,

Length 0.33 mi.

DENNEY RD.~HART RD.(BEAVERTON)SEC. FAU 9091 (HALL BLVD.) WASHINGTON COUNTY				SHEET NO. 1
FED ROAD Dist. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI-X

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

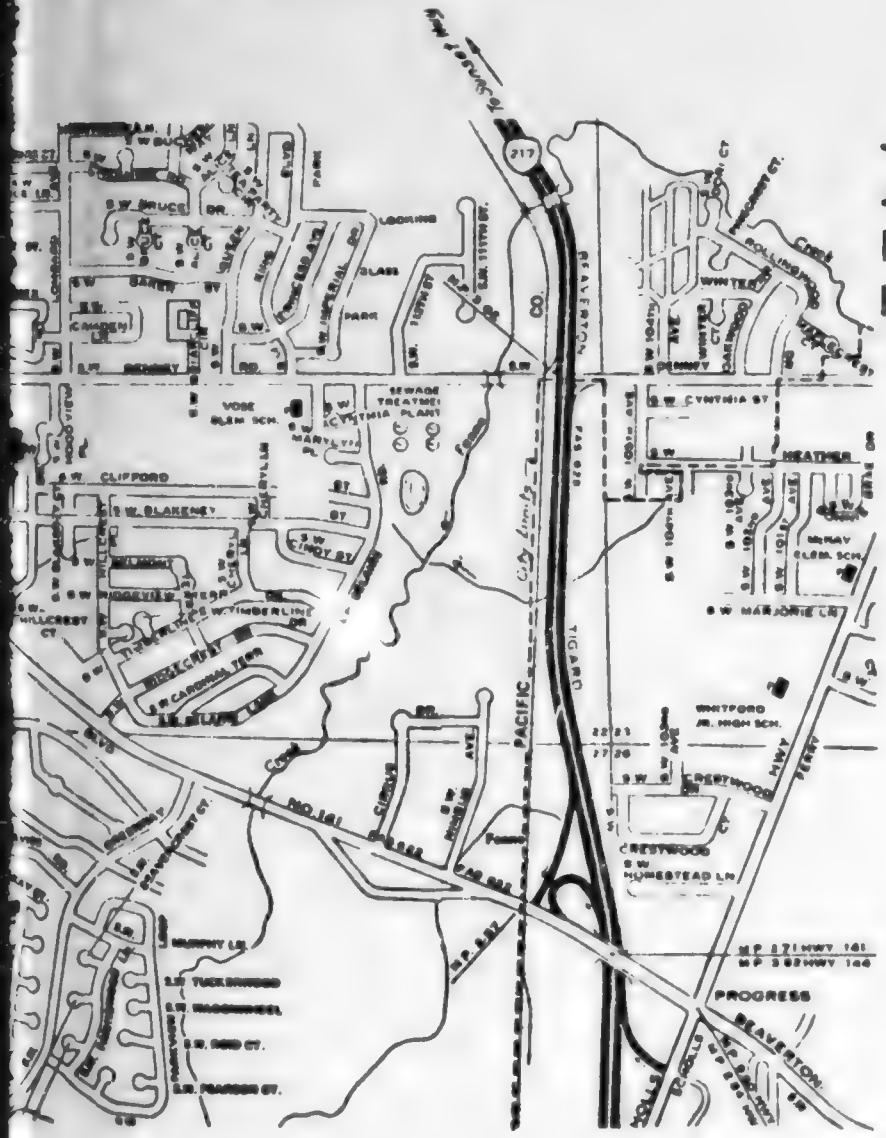
ANS FOR PROPOSED PROJECT

PRELIMINARY COPY
JUN 2 8 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ART RD. (BEAVERTON) SEC.

U 9091 (HALL BLVD.)

WASHINGTON COUNTY



T.1S., R.1W.

APPROVED AS NOTED
Donald R. Farris
Assistant Traffic Engineer
For CITY OF BEAVERTON
Date 7-7-81

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 6478 OREGON OCT 20 1950 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4052 OREGON MAY 13, 1960 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER — DATE

9404

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

PRO 6-2

May 26, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90150
Project No. IX-9091(9)
Allen Blvd.-SE City Limits (Beaverton) Sec.
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way maps which are the necessary documents for my request of February 18, 1981.

I request the following:

1) Authorization to proceed with all phases of right-of-way acquisition for files 50244A & 50244B at an estimated total cost of $8,800 with an obligation of $7,480 in federal funds. The parcels to be acquired are as outlined in red on the enclosed maps and do not involve relocation assistance. Further requests for authorization of additional parcels will be submitted upon receipt of required data.

This request is based on the March 7, 1979 letter to you from Mr. F.B. Klaboe, Director of Department of Transportation.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bkc
Enclosures

cc: R. Bothman
J. Boyd
F. Lowe
J. Rose
G. Zehner

Form 734-3122

a

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

5-26-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (18)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME
CARD 2		SR, Allen Blvd., S.E. 1.74 mi. (Beaverton)	ADT	13,000	---	--	10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
CARD 3	Right of Way Acquisition								IX-	9091

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Interstate Substitution General Funded	Washington

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.
Portland	U	9091	141	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE							
5					ROW		"Allen Blvd.-E. City Limits (Beaverton) Section"	1.74	52,950	45,000	---	7,950 (Ci
5					CONST (CODE)							
					PROJECT TOTALS			1.74	52,950	45,000	---	7,950 (C

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	10-18-78 10-01-80

REMARKS

Additional Data: see item No.
IX-9091(4)

1341999

Budget Bureau No. 41-R2067; Approval Expires February 28, 1960

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

5-26-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
len Blvd., S.E. 1.74 mi. (Beaverton)	ADT	13,000	---	--	10	Oregon	41	772	90150

K (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
tion								IX-	9091	(9)		

nterstate Substitution General Funded

COUNTY NAME: Washington — CODE: 067

Portland

ROUTE NO. U | FEDERAL-AID: 9091 | STATE: 141 | U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"Allen Blvd.-E. City Limits (Beaverton) Section"	1.74	52,950	45,000	---	7,950 (City)	
IST								
	CL	PROJECT TOTALS	1.74	52,950	45,000	---	7,950 (City)	

AL DATES
10-18-78
10-01-80

REMARKS
Additional Data: see item No. 90150; Project No. IX-9091(4).

-over-

USCOMM DUSCOMM-DC 48905-P61

Allen Blvd.-E. City Limits (Beaverton) Section
Project No. IX-9091(9)

Project Data: Work consists of right-of-way acquisition all phases necessary for the future construction of bus turnouts and shelters, left turn lanes at Cresmoor Dr., and left turn lanes at Denny and Hart roads with signal modifications.

Note: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '81 TIP/AE on Page 126, Item 110.
3) No relocation assistance involved.

9404

ALLEN BLVD.-EAST CITY LIMITS
HALL BLVD. (BEAVERTON)
WASHINGTON COUNTY
PREFIX: 134-1999
MARCH 1981
EARL C. PURDY, RES. LOC. ENGR.

QUANTITY SUMMARY & COST ESTIMATE

ITEM	UNIT	NET	ALLOW	GROSS	PRICE	AMOUNT
Mobilization	L.S.	9%				20,105
Temp. Protection and Direction of Traffic	L.S.	3%				6,702
Temp. Signs	S.F.	231		231	6.00	1,386
Flagger	Hr.	400		400	23.50	9,400
Clearing and Grubbing	L.S.					5,400
Removal of Structures and Obstructions	L.S.					2,500
General Excavation	C.Y.	1511		1511	6.00	9,066
Trench Excavation	C.Y.	184		184	10.00	1,840
Finishing Roadbed and Slopes	L.S.					3,700
Plant Mix Bituminous Base	Ton	1876		1876	28.00	52,528
Aggregate Base	C.Y.	178		178	14.00	2,492
Class 'B' Asphalt Conc.	Ton	460		460	28.00	12,880
12-inch Culvert Pipe	L.F.	590		590	12.00	7,080

Bob Heard Proj. Coord. Stylecrib desc., appraisng & acquiring R/W. changes in design go thru Bob Heard.

REC'D 4-9-81 G

I T E M	UNIT	NET	ALLOW	GROSS	PRICE	AMOUNT
Extra for Pipe Under Pavement	L.F.	98		98	15.00	1,470
2-inch Asph. Conc. Walk	S.Y.	31		31	11.00	341
Drainage Curb	L.F.	3202		3202	3.00	9,609
Extra for Asph. Apprch.	Ea.	14		14	200.00	2,800
Adjusting Manholes	Ea.	3		3	200.00	600
Setting Mailbox Posts	Ea.	15		15	100.00	1,500
Permanent Signs	L.S.					1,800
Roadside Seeding and Mulching	L.S.					1,000
Signals	L.S.					96,000
TOTAL CONTRACT ITEMS						250,199
Engineering and Contingencies (25 %)						62,550
R/W (City of Beaverton 1/29/81)						45,000
Striping (SFO)						5,443
Reiumbursable Utility Adjustments						
GRAND TOTAL (Construction)					(3/31/81	318,192)
Plus R/W						45,000
						$ 363,192

ALLEN BLVD. - EAST CITY LIMITS
HALL BLVD. (BEAVERTON)
WASHINGTON COUNTY
MARCH, 1981
EARL C. PURDY, RES. LOC. ENGINEER

NARRATIVE REPORT

index

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X. SPECIAL PROVISIONS (Construction Items)	8,9
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N A R R A T I V E R E P O R T

I. INTRODUCTION

This report covers only a part of the original Tualatin Valley Highway-Scholls Ferry Road Section of Hall Boulevard (Note: Hall Boulevard was originally the Beaverton-Tualatin Highway) as shown on the Authority for Survey. Other immediately needed improvements within the original project such as the Fanno Creek Bridge replacement, downtown work by the Beaverton Urban Renewal Agency (BURA), the Hall Blvd. channelization at the Southern Pacific Railroad crossing, and City work done at the Greenway intersection precluded the need to include these sections in the project.

Remaining available funds and the already completed sections influenced the decision to reduce the scope of the project to work between Allen Boulevard and Hart Road. TAC meetings and administrative decisions continued to alter and reduce the work to be done. The decision of the last TAC meeting on January 27, 1981 was to limit the work to providing signalized left turns with seperate storage at the Denney Road and Hart Road intersections. The City provided their design which will minimize both construction and Right-of-Way costs.

II. PROJECT HISTORY

date	event summary
6/15/79	Authority for Survey approved for TV Hwy.-Scholls Fy. Rd.
6/19/79	Reconnaisance---------$565,000
6/22/79	TAC----------City of Beaverton (C of B) changes concepts of project. BURA activity noted.
7/14/79	Revised Reconnaisance------$132,000 for minor work at Hart and Denney
7/18/79	Reconnaisance----$16,500 for Cresmoor intersection
7/19 to 8/17	No Activity---City-State agreement not signed
8/29/79	Project Review---Administrative (ODOT) decisions and directions outlining project goals, funding, and inter-agency involvement
8/31/79	Reconnaisance---$479,000 by Project Coordinator P.C.)
9/17/79	Administrative Review----for funding request
11/5/79	P.C. memo----Outlines BURA plans and changes
11/21/79	Administrative instructions---Lack of funds, proceed with P.E.
11/79 to 1/16/80	No activity----lack of signed agreement

date	event summary
1/16/80	TAC----------Project re-defined, R/W involved
2/6/80	Administrative activity---Funding transfer
2/80 to 6/2/80	No activity----- Other project priorities
6/2/80	TAC----Discussed specifics of survey, R/W, Transitwork, Standards, Schedule
6/9/80	Field Work Began
6/9 to 7/3/80	Location Work----Sketch Maps and Reconn, Owner contacts
7/7/80	TAC------($710,000) Discussed possibilities of reduced standards and funding transfers
7/14/80	C of B letter---Outlines general City plans for Hall Blvd., recommends minimal R/W taking.
7/10-7/25/80	Limited Activity----Other work
7/28-9/19/80	Intermittent activity
9/19-10/27/80	No Activity
10/28/80	Informal Meeting---C of B and ODOT discuss schedule, funds, down-scoping
10/28/80 to 11/14/80	Field work 99% completed
11/14/80 to 1/6/81	No Activity
1/7/81	Office Location work restarts
1/20/81	C of B visited location office with C of B proposals.
1/27/81	TAC---------Discussed updated reconn of $404,000 on downscoped project.
2/18/81	C of B letter----Detailing reduced design
2/19/81	Mapping Completed----Began final "location" design.
2/23/81	Letters to C of B-----Request sub-standard design decisions.
2/24/81 to 3/27/81	99% complete with location work.

For detailed content of project refer to "Project Correspondence" section following narrative. (Tab No. 7)

III. DESIGN STANDARDS

A basic design speed of 40 m.p.h. was chosen to correlate the design standards of A.A.S.H.O. to the project. A 25 m.p.h. design on Denney and Hart is appropriate as these streets are residential collectors terminating at the signalized Hall intersections.

The intent and scope of the project does not permit the correction of a sub-standard vertical curve on Hall near the Hart intersection (See Profile). A design speed of about 25 m.p.h. is necessary to allow the grade to match the existing surface. A 40 m.p.h. design would require a 3-foot cut on this crest which would affect underground utilities and R/W. City has indicated a preference for the reduced standard and will provide a written request as to the preferred standard after studying the long-term effects. The project is submitted with the reduced standard Vertical curve design, so appropriate signing must be installed to reduce potential sight distance problems.

The base design was determined by the Highway Division Surfacing Design Engineer and calls for 11 inches of Cement Treated Base (CTB), 3 inches of Asphaltic Concrete (AC), and a future final stage of $1\frac{1}{2}$ inches of AC. The existing paved surface is to be retained and overlaid with 3 inches of AC (plus the future $1\frac{1}{2}$ inches). The City has verbally requested and recommended that the overlay portion of the design be deleted from the construction at this time, which would provide an approximate 5-year life design. City expects other improvement projects on Hall within five years which would widen and overlay the current project and provide the ultimate design for the section. City's letter concerning the below standard vertical alignment will also formally request the overlay deletion.

The CTB portion of the surfacing design is not compatible with the narrow widening construction of the roadway. Plant mix Bituminous Base (PMBB) of equal structural strength is recommended to eliminate the lengthy cure time and lane closures needed with CTB construction.

The revised structural base section recommended for the project is 9 inches of PMBB and 2 inches of Asphaltic Concrete which matches the existing paved surface. The 9 inch-2 inch division of the bituminous materials could be altered to provide similar strength (such as 7 inches of PMBB and 4 inches of AC) without affecting cost, as these two items are nearly equal in cost.

IV. BUSSES, PEDESTRIANS, BICYCLES

The existing roadways of Hall, Denney, and Hart do not adequately provide for bus stops or pedestrian and bike traffic, except for a 7-foot paved bikeway along the north side of Denney. (Left side of DR Line.)

The Tri-Met bus route is northbound and southbound on Hall. Southbound busses would make near side stops at Denney in the throughlane, and at Hart in the right turn lane. Northbound stops would be either side (Tri-Met's option) at Hart in the through lane and near side at Denney in the right turn lane.

Improvements for pedestrian and bikeway use are the minor addtion of asphalt walks at the Denney Rd. Intersection and 6-foot paved shoulders at two locations. The 6-foot shoulder is needed at the southbound bus stop at Denney Road and between Cresmoor and Sta. HB 146+70 on the left where a paved bikeway connects Hall Blvd. to a large residential area.

V. MAPPING AND SURVEY

A "p" line was surveyed from the Allen Blvd.-Hall Blvd. intersection to OSHD Photogrammetry control points near Scholls Ferry Road, using EDM equipment.

Previous surveys on Allen Blvd. and Hall Blvd south of this project were done using Oregon Coordinate System coordinates. Local Datum Plane (LDP) coordinates applied to this project's survey ties the two previous surveys together with a one-second bearing error and an error of closure ratio of 1:48,000. No adjustments were made to this survey (absolute error of closure is 0.32 feet in 2.93 miles).

Field ties to the "P" line were made to the property corners, section corners, and subdivision monuments shown on the map. A projection for the centerline of Hall, "HB" line, was made from calculated average offsets from various adjacent property corners per instructions from City of Beaverton. A station of 110+00 was assumed at the beginning of the project at the Allen-Hall intersection. At the southerly end of the mapping, "HB" line is projected at the center of monumented R/W and terminates at a calculated intersection with "L" line, which is the OSHD centerline (Beaverton-Tualatin Highway) as shown on R/W Drawing 10C-50-14.

L line as shown on the Detail map was projected from ties to iron pipe No. 41 (See Detail Map), the assumed R/W reference to Sta. 'L' 42+80.7 PC and a centerline point, Sta. 'L' 82+09.50 PC, which had been set from references on a previous project. (See Coordinates)

"DR" line is the calculated (projection only) center of Denney Road based on Road notes and surveys. Station "DR" 0+00 is the calculated intersection point with "HB" line.

'H' Line, the center of Hart Road, was found and tied to the "P" line and its intersection with "HB" line calculated.

Leveling was done between City of Beaverton Bench Marks at Allen Blvd. and OSHD line 370 (1929 datum) at the Beaverton-Tigard Highway undercrossing of Hall Blvd. Third order closure was acheived using a Philadelphia rod and Zeiss level.

VI. RIGHT OF WAY

The City of Beaverton (C of B) will be responsible for the remainder of the R/W activity including descriptions, appraising, and purchase.

Eight parcels of new R/W totaling approximately 5,494 square feet are needed. Additionally, a 5-foot wide easement is needed along the southerly side of Denney for slopes. Once this section is improved to an urban design with sidewalks, the easement will no longer be needed.

Existing R/W varies in width between 40 and 86 feet. The original R/W's for Hart, Denney,and Hall north of Denney were 40 feet according to County Surveyor's Road Record. Original width for Hall south of Denney was 60 feet. Subsequent dedications on individual parcels have increased the width in places to the stated 86 feet.

Some confusion in determining true ownership of part of the occupied R/W on tax lots 118 and 184 left of Sta. "HB" 133+21 to 136+45 must be resolved. Following are facts relating to the true ownership of this parcel. These facts could possibly have an effect on the interpretations of other true R/W lines on the project.

FACTS:

1. County Road notes stated widths are; No. 108 (Hall North of Denney)-40 feet; No. 326 (Denney)-none stated; No. 410 (Hart)-40 feet.

These stated widths were obviously added following original writing as the handwriting and age of print differ.

2. BARNES ACRES SUBDIVISION does not state width; however, width drawn scales 60 feet for Hall Blvd. (North of Denney Rd.)
3. Monuments set for tax lot 118 and 184 by John G. Reppeto, C.S. 17,639, indicate that he interpreted the R/W to be 60 feet.
4. Hall Blvd actually occupies more than a 40 foot width in the vicinity of tax lot 118 and 184.
5. Deeds dedicating additional R/W for tax lot 122 north of the questioned area state the original $\frac{1}{2}$ width to be 20 feet; (Description on 79-017354 is the reference)

To resolve the question of true ownership, the City should acquire an additional 10-foot strip on the west side of tax lots 118 and 184. This would increase the total new R/W to 8,934 square feet (0.21 Acres).

VII. DRAINAGE

The typical section proposed uses a drainage curb to contain street surface drainage. At points where the curb is interrupted (such as at driveways) runoff is directed to the ditch and through driveway culverts.

The driveway culverts must be limited to 12-inch CMP's due to lack of cover. The culvert cover must be entirely of Asphalt Concrete (six

inch minimum) where driveways cross due to minimal height available. (See LOCATION PROFILE, Index 3).

Existing drainage is impeded at two points in the project area causing standing water and eventual runoff onto adjacent land.

The existing runoff on the left from Station "HB" 145+77 back to Denney Rd., including about 100 feet of Cresmoor Dr., collects at a flat area immediately south of Denney before slowly seeping away to the eastbound flow along Denney.

This situation is alleviated by uniform ditching to Denney Rd., where the runoff is collected by an existing storm sewer. The culvert size entering the system was not hydrologically sized because a number of future improvements, such as the city improvement program on Denney east of the project and the ultimate design of Hall Blvd, are not final as to details, and would in all likelihood be affected by this design.

At station "HB" 138+40 right, the existing ditch runoff is impeded by inadequate improvements to the north (lack of ditch and culvert set too high). The runoff collects where the ditch ends and eventually percolates to a nearby low area before seeping away to the adjacent subdivision drainage system to the west. Any attempt to use this outfall would require a drainage easement and storm sewer as the existing situation appears to have been developed over the years by the already stated problems.

This problem is most economically relieved by extending the subgrade ditch to the north. It should be noted, however, that the water collection in the ditch at Sta. 138+40 will continue as the driveway culvert immediately south of the problem area was originally set too low and reconstruction of this and other drives to the south is not needed at this time.

VIII. STAGE CONSTRUCTION

Temporary Protection and Direction of Traffic (TP & DT) measures are almost totally limited to Flagger controlled, one-way traffic lane closures as paved areas are too narrow for two-way traffic lane shifts and an adequate work area. Flagger hours were calculated on the assumption of two workers per day of activity.

The city of Beaverton advises against any formally signed detours as undue citizen reaction to increased traffic in nearby neighborhoods is not desirable.

Where the existing pavement is widened, an 11-inch vertical cut will result at the edge of pavement. The TP & DT typical section (See TP & DT Roll, Index No. 17) illustrates a recommended 3:1 aggregate base slope to be placed at the end of each workday. Specifications should direct a contractor to salvage this material, when scheduling permits, and re-use

for driveways, culvert bedding, and asphalt walk preparation. No additional payment should be made as "Finishing Roadbed and Slopes" will cover the dressing and removal of excess materials.

IX. UTILITIES

The utilities within the project are Portland General Electric (PGE), General Telephone Co. (GTE), Northwest Natural Gas (NWG), and City owned Water and Sewer.

PGE items that must move include poles, anchors, and underground lines. Adjustment to the underground lines at Sta. "HB" 133+45 and "HB" 146+75 are due to the needed pole movements. There should be adequate cover for the 11-inch cut (in relation to existing pavement) over underground lines.

GTE items requiring adjustments and moving are the poles and underground lines terminating at poles to be moved. One of two manholes will possibly require adjusting. The manhole in the existing paved road at the Denney Rd. intersection is alright. The manhole on the right at Sta. 146+05 (HB line), although outside of the proposed roadway, might need a vertical adjustment as it falls within a cut slope area. Careful field staking and grading work at this point might provide the desired ditch and sloping work.

NWG adjustments are generally limited to valves as the 11-inch cut should not affect the underground lines (Standard cover of 30" being assumed).

The City owned sewer line is deep enough for protection during construction. The manhole at Sta. "H" 8+08 will need to be lowered slightly and is included in the contract work. Other manholes are in the road or adjacent to it and vertical adjustment is not needed.

The City water system will require adjustments to valves, hydrants, meters, and two manholes at Sta. "HB" 137+30±. The manhole adjustments are a part of the contract work.

The City is responsible for effecting the movement of the utilities (See P.E. Agreement). If, during further development of the project, the City wishes to remove manhole adjustments (Water and/or Sewer) from the contract work, they will so notify the Region Utility Engineer.

The Region Utility Engineer will receive maps and data of the project and will provide further comments as to the extent and estimate of reimbursible costs subject to Federal Aid participation.

A detailed list of utilities follows this narrative.

It should be noted that underground lines shown on the Detail Map are approximate projections of information shown on utility company maps.

X. SPECIAL PROVISIONS

(5) Clearing and Grubbing
Individual trees and shrubbery situated along right-of-way lines and jointly owned by the City and adjacent owner will be studied for ways, such as slope steepening, to minimize damage or eliminate the need for removal.

(6) Removal of Structures and Obstructions
All materials removed relating to existing signs and traffic signals shall become the property of the City of Beaverton, if the City so chooses. Contractor shall deliver these items to a City chosen site or sites.

(7) General Excavation
The approximate 1300 cubic yards of material that is excess shall become the property of the contractor. No disposal site shall be presumed as being provided. At driveway locations where culverts are installed, the grading work shall be limited to a vertical cut to the subgrade shoulder (No ditch or cut slope) or as the engineer directs.

(10 & 12) Plant Mix Bit. Base and Class B Asphalt Concrete
Tack Coat as needed shall be included in the payment.

(11) Aggregate Base
(See paragraph on Temporary Protection and Direction of Traffic)

(14) Extra for Pipe Under Pavement
This item was purposely omitted from driveway culvert installations. The typical section (see Detail Map) outlines a minimum cover of 6 inches of A.C. A per ton cost of the A.C. used will allow the engineer to direct contractor at each individual driveway.

(16) Drainage Curb
Design Note.....omit drainage curb at crosswalks.

(18) Adjusting Manholes
Number of manholes to adjust is subject ot City of Beaverton option. See paragraph on Utilities.

(20) Permanent Signs
Design Note.....signs listed in calculations are a rough approximation only. Sign Engineer to consult with City for final list and position of signs.

(21) Roadside Seeding and Mulching
Less than one acre on project. Final lump sum cost subject to adjustment of actual acres covered.

(22) Signals

Design Notes.....The cost estimate enclosed with this data was a rough "over-the-phone" estimate and assumes that one existing mast arm (the northwest quadrant at Denney Rd.) will remain in place and be incorporated into the total phasing.

City of Beaverton Asst. Traffic Engr. Don Faris has requested that a wood pole span wire alternate be studied for cost comparisons. A future widening of Hall, a possibility within 5 years±, would require the presently installed signals to be moved.

The Signal Design Engineer should consult with Mr. Faris as the design is being drawn.

XI. CONCLUSION

Several items remain incomplete and/or unresolved at this writing, March 30, 1981. Specific instructions and recommendations will accompany the submittal of unresolved data as it is received here.

Unresolved items include:

1. Letter from City regarding substandard vertical alignment, ~~and~~ estimated R/W cost, and surfacing design change.
2. Final Utilities Report
3. Region 1 Traffic Engineer's recommended signal design.
4. Reimbursible Utility Adjustments (See #2)

---end---

9404

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9091(10)		
2. STATE PROJECT NO. See below		
3. FROM E. J. Valach, Acting Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Washington
	5. ITEM NO. 90150	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/18/81	FAU 9091	City Street

10. GENERAL LOCATION:

Allen Blvd. - SW Scholls Ferry Road **(Denney Rd. - Hart Rd.(Beaverton)Section)**

11. GENERAL DESCRIPTION OF WORK

Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $334,710 Federal Funds $284,500.

RECEIVED
STATE HWY ENGR
AUG 31 '81
REFER TO
FOR
Info | Invest | R/W | D/R | Sign | Act | File

8-31-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/18/81	E. J. Valach	for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1404

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 18, 1981

In Reply Refer to
File No.: PRO 6-2

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Obligation of FY '81 Interstate Transfer Program
Allocation to Portland Urbanized Area

copy
Col 21-10
Association

I request authorization to proceed with actions necessary to advance the various phases of work provided for by the projects listed below at an estimated total cost with obligation of Federal funds as shown:

ITEM NO.	PROJECT NO.	SECTION	WORK	TOTAL COST	FEDERAL FUNDS
10115	IX-000C(21)	East Side Signal Replacements	P.E.	$ 34,650	$ 29,450
90049	IX-000C(22)	Coliseum Area Signals (9 Loc.)	Y031	291,765	248,000
00086	IX-9956(11)	N. Col. Blvd. @ N. Portland Rd. Ramps	Y008	223,530	190,000
10117	IX-9704(5)	Sellwood Neighborhood Traffic Div.	P.E.	22,355	19,000
80360	IX-9891(3)	S.E. Division-S.E. Powell	R/W	352,950	300,000
71144	IX-9867(4)	Farris Rd.-Powell Blvd.(Gresham)	R/W	758,825	645,000
80148	IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	160,000	136,000
90183	IX-9659(7)	Clack. Hwy.-Gladstone NCL	R/W	10,000	8,500
90183	IX-9659(8)	Clack. Hwy.-Gladstone NCL	Y008	365,000	310,250
90050	IX-9659(9)	Gladstone NCL-S.E. Oatfield Rd.	R/W	9,400	7,990
90050	IX-9659(10)	Gladstone NCL-S.E. Oatfield Rd.	Y008	254,500	216,325
90283	IX-9702(5)	Harmony Rd. @ Price Fuller Rd.	R/W	2,400	2,040
90100	IX-9665(10)	Oatfield Rd. @ Lake Rd.(Milwaukie)	Y008	211,100	179,435
10118	IX-9473(3)	S.W. Madrona-Jean Rd.(Lake Oswego)	R/W	516,000	438,600
90048	IX-9714(6)	Clack. Hwy.-32nd Ave.(Milwaukie)	Y008	250,120	212,600
90150	IX-9091(9)	Allen Blvd.-S.W. Scholls Ferry Rd.	R/W	52,950	45,000
90150	IX-9091(10)	Allen Blvd.-S.W. Scholls Ferry Rd.	Y008	334,710	284,500
10119	IX-9088(3)	Murray Blvd.-Alice Lane (Beaverton)	R/W	445,000	378,250

JLG:pf

cc: Gary Zehner
General Files

Form 734-3122

9404

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Allen Blvd.-Beaverton ECL
Highway: Beaverton-Tualatin (Hall Blvd.) #141
County: Washington
Prefix: 134-1999
Res. Engr. E. Purdy

Date January 19, 1981
Twenty Year Traffic Coefficient 8.5
18 kip s.a. per day 82
R Value 8
Frost Penetration ---
CBE Total Requirement 27.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
3.0"	A.C. (Immediate)	6.0"
11.0"	C.T.B.	20.0"
15.5"		29.0"

EXISTING ROADWAY

(Paved width var. 30'-40')

1.5"	A.C. (Final Stage)
3.0"	A.C.O.L. with 1.0" allowance for leveling

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials & Research
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

G

GULCH

January 29, 1980

City of Beaverton
City Hall
Beaverton, OR 97005

AGR 4

Attention: Susanna Heimbigner
City Recorder

copy
Cont 2-10
Extension

MISC. CONTRACTS and
AGREEMENTS No. 6961

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Allen Boulevard-East City Limits Section of Hall Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9404

1-11-80

RESOLUTION NO. 2178

A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO AN AGREEMENT ON BEHALF OF THE CITY WITH THE OREGON STATE DEPARTMENT OF TRANSPORTATION FOR THE PRELIMINARY ENGINEERING, FINANCING, CONSTRUCTION AND MAINTENANCE OF THE S.W. HALL BOULEVARD IMPROVEMENT PROJECT BETWEEN S.W. ALLEN BOULEVARD AND THE EAST CITY LIMITS.

WHEREAS, an agreement has been proposed between the City and the Oregon State Department of Transportation, Highway Division for the preliminary engineering, financing, construction and maintenance of the S.W. Hall Boulevard Improvement Project between S.W. Allen Boulevard and the East City limits; and

WHEREAS, it is in the interest of the health, safety and general welfare of the City of Beaverton for said agreement to be in the best interests of the City; now, therefore,

THE COUNCIL OF THE CITY OF BEAVERTON, OREGON HEREBY RESOLVES AS FOLLOWS:

That the City hereby accepts the S.W. Hall Boulevard Improvement Project Agreement as set forth in attached Exhibit "A" and is bound by its terms.

That the Mayor is hereby authorized to and shall enter into the S.W. Hall Boulevard Improvement Project Agreement.

Adopted by the Council this 8th day of January, 1980.
Approved by the Mayor this 8th day of January, 1980.

APPROVED:

JACK R. NELSON, Mayor

ATTEST:

SUSANNE HEIMBIGNER, Recorder

RESOLUTION NO. 2178

From Metro — Date 1/11/80
To Bob Swan — Traffic Region 1
Program Mgmt. — Jon Rose
Comments: Here are 3 copies of the Hall Blvd TSM Project agreement, signed by City officials and approved by the Metro Administrator. Please process for final action.
Jon Rose

9404

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8250
TELEPHONE

TO: Buz Swan
Project Management

DATE: September 21, 1979

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Agreement Revision Hall Boulevard TSM Project
City of Beaverton
134-1999

The questions raised during early processing of the Hall Boulevard TSM project have now been resolved and the proposed city/state agreement must be revised to reflect the changes. Please prepare a new agreement to cover the following items:

1. Project limits should be changed to indicate that the project will extend along Hall Boulevard from Allen Boulevard on north to the Beaverton east city limits on the south. Added to the proposed project, is an item for replacing the Fanno Creek bridge using money released by reducing the overall length of the project.

2. While the original project anticipated local match to be provided entirely by the City of Beaverton, it is now proposed that ODOT will provide local match for work identified with the Fanno Creek bridge replacement.

The attached correspondence and tabulation show the items to be deleted, the items to be added and an estimate of the costs. In summary, the project as now proposed, is shorter than the original, includes replacement of the Fanno Creek Bridge and the local match will be provided partly by the city and partly by the state.

Metro would like a new agreement prepared and if you need any details in addition to the attached information, please call.

po

Attachments

10-4-79
Hold for instruction from Max as to how to proceed.

11-6-79
Max will send letter - proceed as outlined here

To typist 11-7.

94041

5060-900

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: Jon Rose
Federal Aid Engineer

DATE: September 18, 1979

FROM: James D. McClure
Project Development Engineer

SUBJECT: Beaverton-Tualatin Highway
Allen Boulevard - East City Limits (Beaverton)
Hall Boulevard TSM

The elements of the original TSM project have been revised at the request of the City of Beaverton and additional reconnaissance establishing reasonable cost for the project.

Attached is a matrix showing the original scope of work and the revised scope of work. Please note that we have included a new item, "Widening Fanno Creek Bridge".

Since the original TSM project is funded with transfer funds [e(4)] and the Fanno Creek Bridge was originally funded with FAU dollars, [now e(4)], the local match will also be different, as noted in the attachment.

Please initiate a new construction/finance agreement to cover the revised scope of work, as we would like to proceed with the project as soon as possible.

If you have any questions, you can contact me or Bob Heard.

JDM:BH:PE

cc: D. Adams
M. Klotz
J. Kaiser

Attachments

9404

5060-900

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

September 17, 1979

Bob Keech, Traffic Engineer
City of Beaverton
4950 S. W. Hall Boulevard
Beaverton, OR 97005

Subject: Revised Scope
Hall Boulevard TSM Project

The elements of the original TSM proposal have been re-evaluated in reference to your letter and our reconnaissance work establishing reasonable cost for the project. The TSM improvements north of Allen Boulevard (including Allen Boulevard) have been deleted due to the BURA, Hall-Watson couplet project. The funds for the channelization of the Hall/Scholls Ferry Road intersection, which was outside of the city, has been shifted to Fanno Creek Bridge replacement not included in the original project.

The intersection improvements of Denny, Cresmoor and Hart along with the transit improvements are estimated to cost $152,000 and $76,000 respectively. These improvements coupled with the proposed replacement of the Fanno Creek Bridge, estimated to cost $308,000 will be a mutual benefit to the city and state as well as consistent with the TSM concept.

For the Fanno Creek Bridge, ODOT has e(4) funds approved by MSD in the amount of $105,100, which represents only about one-third of the funds required. The $91,000 plus escalation originally set up for channelization of the Scholls and Hall Boulevard intersection is shifted to the bridge replacement project. These combined funds will still leave us $76,700 short to reach the current estimated cost of replacing the bridge. Ted Spence of this office will make a second request to MSD for the additional funds and combining the projects with MSD.

Please review the revised project scope with your administration for concurrence. Advise by telephone or letter if this proposal is acceptable and I will initiate a new city/state construction finance agreement along with processing the revised TSM project through MSD.

James D. McClure
Project Development Engineer

Attachments

cc: Lon Topaz, R. N. Bothman, M. J. Klotz, Bob Heard

JDM:PE

Form 734-3122

HALL BOULEVARD TSM IMPROVEMENTS AND FANNO CREEK BRIDGE REPLACEMENT

	Original Project Proposal 8/14/78	Revised Project Proposal
1.	Interconnect signals at Canyon and Broadway, create left turn lane from Hall to Canyon, signing to redirect truck traffic, and prohibit left turns Hall/Broadway intersection. - - - - - - - - - $25,000	Delete item funded by BURA. - - - - - - $-0-
2.	Restrict peak hour train movement. - - - - $-0-	Delete.- - - - - - - - - - - - - - - - - $-0-
3.	Transit shelters and turnouts. - - - - - - $76,000	No change.- - - - - - - - - - - - - - - - $76,000
4.	Modify signals at Allen Boulevard and provide left turn refuges at Denny, Cresmoor and Hart Road. - - - - - - - - - - - - - - - $85,000	Delete Allen Blvd. signal work, provide left turn refuge at Cresmoor, left turn refuge and signal modifications at Denny Rd. and Hart Rd. - - - - - - - - - - - - - $152,000
5.	Highway 217 "on" and "off" ramp intersection improvements (funded by ODOT) - - - - - - $-0-	No change. - - - - - - - - - - - - - - - $-0-
6.	Channelization of Scholls Ferry Road intersection. - - - - - - - - - - - - - - - $91,000	Delete, shift funds plus escalation to Fanno Creek Bridge replacement. - - - - - - - $-0-
7.	Fanno Creek Bridge replacement construction, R/W, and P.E. - - - - - - - - - - - - - - - - - - $-0-	Partial funds required from shift. - $126,000
8.	Preliminary funds ($25,000) included in Items 1-6. - $-0-	Preliminary Engineering Item 4. - - - $25,000
TOTALS	- - - - - - - - - - - - - - - - - - - $277,000	- $379,000

Additional funds required for Fanno Creek Bridge Replacement - - - - - - - - - - - - $182,000

GRAND TOTAL $561,000

Hall Boulevard TSM Improvements and Fanno Creek Bridge Replacement

Summary of Funds (Shown in MSD TIP August 1979)

Hall Boulevard TSM e(4) $322,323 (Federal dollars)

Total $\frac{\$322,323}{0.85}$ = $379,200

Fanno Creek Bridge e(4) $ 89,341 (Federal dollars)

Total $\frac{\$89,341}{0.85}$ = $105,100

Total Current Funds Available - - - - - - - - - - - - $484,300

Revised Estimated Cost of Project - - - - - - - - - $561,000

Difference Required for Combined Project - - - - - $76,700

Local Match - Based on Required Total Funds for Combined Project

City match for Hall Boulevard TSM
15% of $253,000 - - - - - - - - - - $37,950

ODOT match for Fanno Creek Bridge
15% of $308,000 - - - - - - - - - - $46,200

9404 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION 4-16-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9091(4)

STATE PROJECT NO. See below

COUNTY NAME Washington

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90150

PROGRAM STAGE (Check) 1. 2.

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

4-20 ORIG

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-16-79	FAU-9091	Secondary 141

GENERAL LOCATION:
Tualatin Valley Highway - S.W. Scholls Ferry Rd. (Beaverton) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 15, 1979 you are now authorized to proceed with the above work for a TEC of $25,000 with Federal participation not to exceed $21,250.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-16-79	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

19404

April 4, 1979

The Honorable Victor Atiyeh
Governor of Oregon
207 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested that I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of March:

Project	Funds Federal	State	Local
Herle U'Xing-Cedar Hills (Sunset Hwy.-Overlays)	$2,559,000	$450,000	$ --
Progress Interchange Off-Ramp	172,000	30,400	--
Lawnfield Rd.-Clackamas Hwy.	458,000	48,540	32,360
Cedar Hills Blvd. @ Walker Rd. (Beaverton)	72,000	---	10,800
S.W. Murray Blvd.-S.W. Walker Rd. (Beaverton)	332,000	---	49,800
Tualatin Valley Hwy.-S.W. Scholls Ferry Rd., (Beaverton)	277,000	---	41,550

The criteria used to select these projects is the Region's Transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of March.

Sincerely,

F. B. Klaboe
Director of Transportation

GLG:dmc fn
bc H. S. Coulter
L. H. Rulien
D. H. Moehring
R. N. Bothman

9404

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY

PROJECT TITLE: Tualatin Valley Hwy-S.W. Scholls ~~Ferry~~ Rd

DATE: March 20, 1979

The state has reviewed your project and reached the following conclusions:

[x] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
R. N. Bothman, Metro
E. L. Hardt, Reg. 1
W. W. Geibel, Dist. 2

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7901 [illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

3.16.79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Dept. of Environmental Quality
RECEIVED
FEB 27 1979

PNRS STATE REVIEW

Project #: 7902 2 970 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

This project is [illegible] Indirect Source Construction Permit.
Noise Control — Care should be exercised in modifying intersections to prevent noise impacts occurring. Also bus stops should be selected so that bus noise will not impact residential property.

Agency DEQ By [illegible]

9404

March 19, 1979

City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, OR 97005

Attn: Mr. Steve Baker
Operations Engineer

Gentleman:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Tualatin Valley Hwy.-S.W. Scholls Ferry Road Section of S.W. Hall Blvd., Interstate Transfer project.

Financial sharing of the preliminary engineering is:

Total P.E.	$25,000
Federal Funds	21,250
City Share	$ 3,750

Please make your check in the amount of $3,750 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Manager

GEZ:tmw

bc: Vern Skoog w/AD #602 - Please return completed AD #602 when check is received.

Jon Rose

9404

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

March 15, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90150
Project No. IX-9091(4)
T.V. Hwy.-S.W. Scholls Ferry Rd.
(Beaverton) Section
Beaverton-Tualatin Hwy.
Washington County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $25,000 with obligation of Federal funds of $21,250.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations and Statutes.

These requests are based on the March 7 letter to you from Mr. F. B. Klaboe, Director of Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

3-19-79
To TVPC
AD #602
2

Budget Bureau No. 41-R2067

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

March 15, 1979

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME
2		SR, Jct. SR 8, S. 2.84 mi. (Beaverton)	**ADT**	13,000	---		10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 24 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	Preliminary Engineering								IX-	9091

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME (12)	COD
4	Interstate Substitutions General Funded	Washington	06
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9091 (32)	STATE 141 (36)(37)	U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 85% (67)(76)	STATE FUNDS	OTHER FUNDS (Beaverton)
1	(1-15)	(16)	41	42								
5					**PE** Topics		"T.V. Hwy.-S.W. Scholls Ferry Rd. (Beaverton) Section"	2.84	25,000	21,250	---	3,750
5					**ROW**							
5					**CONST** (CODE)				(252,000)			
							PROJECT TOTALS	2.84	25,000	21,250	---	3,750

CARD 1	CODE 1	PREPARED BY	
1	14	JLG	(16)(23)(24)(33)

PROGRAM APPROVAL DATES

10-18-78

REMARKS

Over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 15, 1979

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Jct. SR 8, S. 2.84 mi. (Beaverton)	ADT	13,000	---		10	Oregon	41	823	90150

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ineering								IX-	9091	(4)		

	COUNTY NAME	CODE	PROGRAM STAGE
itutions General Funded	Washington	067	1 OR / 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9091	141	---

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (Beaverton)	CHARACTER OF PROPOSED WORK (Full description)
E								Util. Prep. Work as Required.
pics			2.84	25,000	21,250	---	3,750	
OW								
		"T.V. Hwy.-S.W. Scholls Ferry Rd. (Beaverton) Section"						
NST ODE)								ROW-40' min.; Access Control-partial; Parking Restrictions-Partial
				(252,000)				
		PROJECT TOTALS	2.84	25,000	21,250	---	3,750	

JLG

OVAL DATES 10-18-78

REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

Tualatin Valley Hwy.-S.W. Scholls Ferry Rd. (Beaverton) Section
Project No. IX-9091(4)

Existing Facility:
a) Basic 2 lane bit. surfaced section (30' to 50' pvm't width) with variable shoulders.
b) Signalized at the following 6 intersections; TV Hwy.; Broadway; Allen; Denney; Beaverton-Tigard Hwy. ramp; Scholls Hwy.
c) Fanno Creek Br. No. 4967; Hwy. over Waterway; RC Slab Span; L 26'; HC 30'-6"; H-20 loading.
Overcrossing Beaverton-Tigard Hwy.; Br. No. 9671; Hwy. over Hwy.; RCBG; L 232'; HC 48'-4"; H-20 loading.
d) RR Grade Crossing (See Railroad below)

Adjacent Sections:
N. End--Jct. with Tualatin Valley Hwy.
S. End--2 lane 20' bit. surfaced section with 1' shoulders.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future intersection improvement at Broadway St., TV Hwy. and Scholls Ferry Rd., Signing of a truck route, const. of transit turnouts and shelters, left turn lanes and signal improvements.

Right-of-Way: Needed for intersection improvements (insignificant).

Railroads: Southern Pacific Transportation Company affected. Presently signalized with gates and no plans to alter status. (MP 0.09 & MP 2.58) FD-755.60 (Project RRS-000S(1) & FD-753.30 (Project MG-9091(2).

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 26, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review approval letter
b) Dist. 2 Clearinghouse--A-95 review satisfied thr
project in CRAG TIP.

FHPM 7-7-5 Requirements: In accordance with Oregon
Regulations and Statutes.

Note: 1) This project is in Congressional Distric
2) Included in CRAG FY '79 TIP/AE on page 1

Data for PR-37:

Field	$21,000
PS&E	4,000

. Scholls Ferry Rd. (Beaverton) Section

faced section (30' to 50' pvm't width) with

lowing 6 intersections; TV Hwy.; Broadway;
ton-Tigard Hwy. ramp; Scholls Hwy.
967; Hwy. over Waterway; RC Slab Span; L 26';
ng.
n-Tigard Hwy.; Br. No. 9671; Hwy. over Hwy.;
-4"; H-20 loading.
e Railroad below)

in Valley Hwy.
surfaced section with 1' shoulders.

consists of all phases of preliminary engineering
ratory work for future intersection improvement at
d Scholls Ferry Rd., Signing of a truck route,
ts and shelters, left turn lanes and signal im-

or intersection improvements (insignificant).

cific Transportation Company affected. Presently
d no plans to alter status. (MP 0.09 & MP 2.58)
000S(1) & FD-753.30 (Project MG-9091(2).

, Water Developments, Historical and Recreational

: Nonmajor action project concurred in by FHWA

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review approval letter dated _____.
b) Dist. 2 Clearinghouse--A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statutes.

Note: 1) This project is in Congressional District No. 1.
2) Included in CRAG FY '79 TIP/AE on page 134 line 310.

Data for PR-37:

Field	$21,000
PS&E	4,000

9404

Victor Atiyeh

March 7, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: F. B. Klaboe, Director
Department of Transportation

SUBJECT: Interstate Transfer Funded Projects
Portland Urban Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for three highway projects in the Portland urbanized area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Project		Funds	
		Federal	Local
Cedar Hills Blvd. @ Walker Rd. (Beaverton) Section	PE & Const.	$ 72,000	$10,800
SW Murray Blvd.-SW Walker Rd. (Beaverton) Section	PE, R/W & Const.	$332,000	$49,800
T.V. Hwy.-SW Scholls Ferry Rd. (Beaverton) Section	PE, R/W & Const.	$277,000	$41,550

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal transfer funds as they are authorized by the Metropolitan Service District.

cc: Metropolitan Service District

bc: H.S. Coulter
D.H. Moehring
JLG:dmc jv

Form FHWA 121 (Rev. 5-73)

9404

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 26, 1979

In reply refer to: HFO.1-OR

SUBJECT: Project Assessment
Oregon Project IX-9091(-)
Tualatin Valley Hwy.-S.W. Scholls Ferry Rd.
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation

The subject project assessment submitted with your February 8, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
E. S. Hunter (OSHD)
Reg. 1, Env. (OSHD)

Environmental Section
March 1, 1979

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design
R. N. Bothman
E. L. Hardt
Jef Kaiser
Gerald Wimer
B. L. Gifford (2)
Don Keyes

CAT. 3 NON-MAJ.
ASSESS ONLY

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
File: PM EN
LG CP
TAA

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-9091(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Tualatin Valley Hwy.-SW Scholls Ferry Road
County Washington
Highway Hall Blvd.
Termini: M.P.(if appl) _____
Region I

Date February 8, 1979
Unit (if appl) _____
City Beaverton
State Hwy. No. _____
Length 2.9 miles
Construction Estimate $227,000
Program Amount

B. Purpose of Project: To reduce congestion and delay on Hall Blvd. caused by turning vehicles and stopped buses. There is a high peak hour congestion at intersections; there are high accident rates due to substandard facility design. The improvements in this project would take place at points where these problems are worst.

C. Origin & History of Project: This project is an outgrowth of the January, 1978 TSM study by CRAG of the Hall Blvd. corridor.

D. General Description of Project: Signal interconnect betweent Canyon/TV, and Broadway intersections with Hall Blvd.; a left turn alne at Hall and Canyon/TV; signing at several points; several transit shelters and turnouts at unspecified points; left turn refuges at Hall and Hart Rd., Hall & Crestmoor Dr., and Hall & Denney Dr.; channelization at Hall-Scholls Ferry Road, unspecified peak hour train movement restrictions, signal modification at Allen Blvd.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. var. ; Parking varies
Proposed: No. Lanes 2 ; Med. No ; Shldrs. var. ; Parking varies

Traffic: Existing Facility: Existing ADT 9600-19300 Projected ADT 24,000 ; Yr. 1990
Existing Level of Service _____

Proposed Facility: Projected ADT 24,000 ; Yr. 1990
Projected Level of Service _____

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels unknown
Yes, No

Acres unknown Type of Relocation Req. parking possibly; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

No significant amounts

Type of Structure(s):
Bus shelters

Brief Description of River or Stream and Type of Involvement, if any:
Fanno Creek, although in the corridor, will not be affected by the project.

Local City, County or COG priorities of project:

High

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
A range of design alternatives is available thorugh the treatment of various intersections.

The No-Build option would maintain existing conditions and bring about worsening congestion and increased accident frequency as traffic volumes increase.

Other Descriptive Information or Comments:

A project which would improve traffic movements at the Highway 217 off-ramps and Hall Blvd. is already funded as a separate project. A separate project is under development which would interconnect signals on t.v. highway west of Hall Blvd. and Canyon Road east of Hall - This will involve the signals to be interconnected in the proposals discussed in this assessment.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project section of Hall Blvd. begins southward from Canyon Road on a relatively flat vertical alignment to Allen Blvd. Abutting vegetation consists of landscaping of residential and commercial properties. The street section in this area consists of curb, gutter, and sidewalk and is drained by a storm sewer system. From Allen Blvd. to Greenway the roadway begins to exhibit a rolling vertical alignment. Vegetation through this section consists of more native vegetation (mostly brush and open field) due to less intense residential development. The roadway, now running southeasterly, resumes a flat alignment as it crosses Fanno Creek, Southern Pacific Railroad tracks, and Highway 217 before intersecting with Scholls Ferry Road. Vegetation through this section consists of brush and open fields with a small stand of fir in the vicinity of Fanno Creek.

2. Cultural:

LAND USE

Canyon to Third - commercial
Third to Allen - Single and multi-family residential
Intersection of Allen - commercial
Allen to Greenway - single and multi-family residential, three churches, one restaurant
Greenway to Scholls Ferry - commercial, office, warehousing, linear park along Fanno Creek

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Requirements to be determined during PE. It is possible that parking may be displaced at the intersection of Denney.

2. Estimated Impact on Traffic Patterns:

Improvements to key intersections may modify circulation patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Smoother vehicle flow resulting from intersection improvements would tend to reduce CO levels. The potential for rearend and turning accidents should be reduced with the introduction of a left turn lane on the two-lane road.

3. Estimated Impact on Land Use:

Improved traffic flow would make areas served by the affected section of Hall Boulevard more attractive for development. However, it is unlikely that project itself would trigger significant changes in the rate or form of land development.

Consequences:

No significant consequences have been identified.

4. Expected Impact on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None expected.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None yet identified or expected.

7. Potential for Controversial Issues:

Low.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Some improvement in level of service should reduce emissions. The project should be consistent. An Indirect Source Permit would be required.

b. Noise Standards

A noise study will be required. Increase speeds where signals and channelizations are made may slightly increase noise levels.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Conforms to the Beaverton Area General Plan and is consistent with the CRAG ITP.

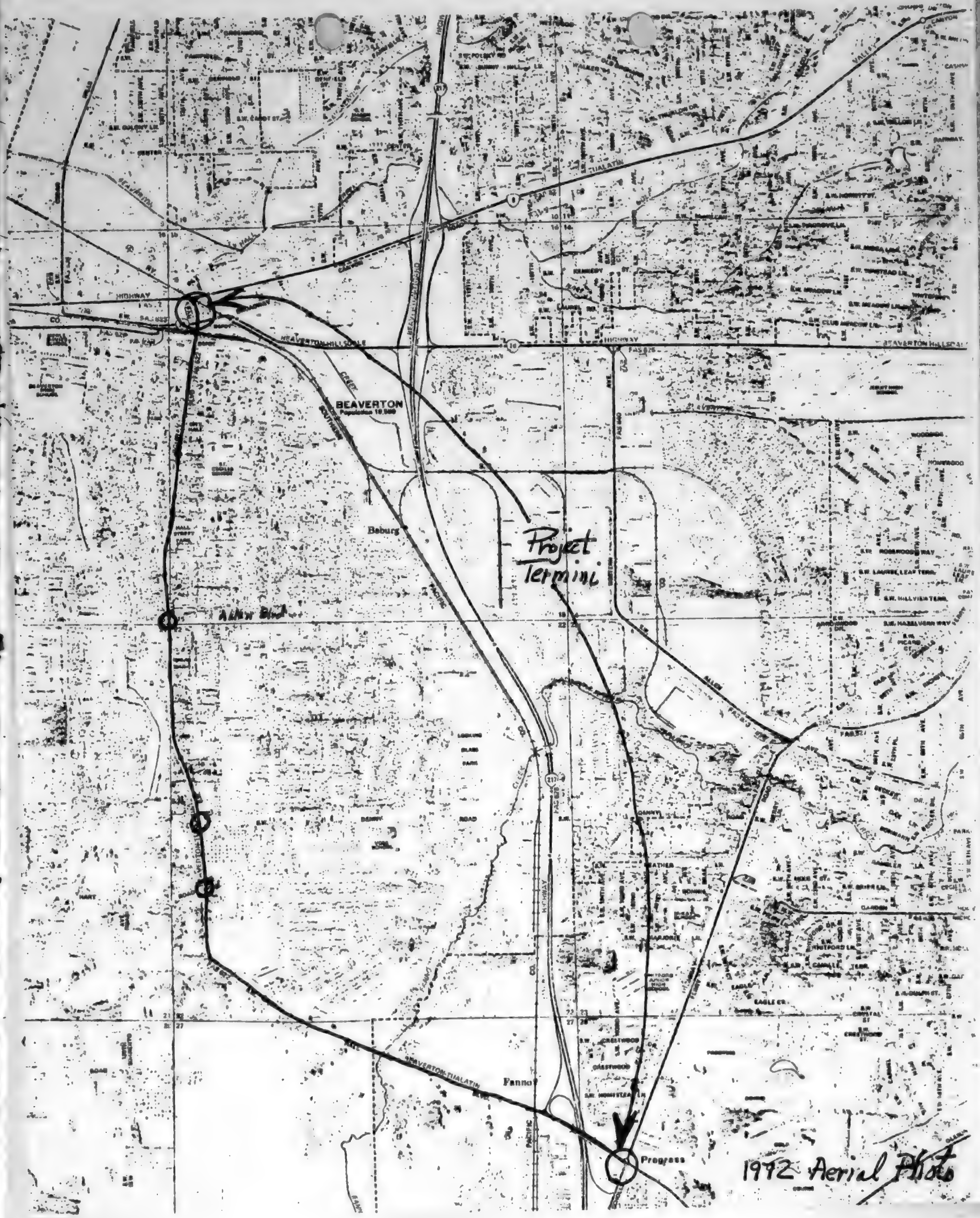
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Initial information indicates that this project is limited in scope and planning and will not cause significant changes in land use, traffic generation, or patterns. If further studies indicate otherwise, a new assessment will be prepared.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


BEAVERTON
Beburg
Project
Termini
Allen Blvd
Farmer
Progress
1972 Aerial Photo

9404

L.

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 16, 1979

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

NOTED
H.S. COULTER

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Tualatin Valley Hwy.-S.W. Scholls Ferry Rd.
Highway: Beaverton-Tualatin
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 16, 1979.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2b: Maury Payne
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
FEB 26 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Department of Transportation | 45] | 46] DIVISION: Highway | 79]

03 | 12] APPLICANT ADDRESS STREET: O'DOT Building | 45] | 46] CITY: Salem | 60] | 76] ZIP: 97310 | 80]

04 | 12] CONTACT PERSON: D. H. Moehring | 45] | 46] AREA CODE: 503 | 48] | 49] PHONE: 378 | 55] | 56] EXTENSION: 6563 | 59]

01 | 12] PROJECT TITLE: S. W. Murray Blvd.-S.W. Walker Rd. | 71]

11 | 12] PROJECT LOCATION—CITY: Tualatin Valley Hwy. | PROJECT LOCATION—COUNTY: Washington | PROJECT LOCATION SEC: T: R: | 72]

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] To provide specific improvements in safety, traffic flow, and transit operation for this corridor. The proposed project contains the following elements: 71]

07 | 12] A) Provide a computerized signal intertie system between Walker Rd. & Murray Blvd. 71]

08 | 12] B) Upgrade the existing signals at Hocken & Murray Blvd. to include additional phasing in order to reduce conflicts between left-turning vehciles and oncoming traffic. 71]

09 | 12] C) Widen and provide channelization and lane control signing for Oregon 217. 71]

10 | 12] 71]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant 19]	20] (B) Other 27]	28] (C) State 35]	36] (D) Local 43]	44] (E) FUNDS 51]	52] (F) FUNDS 60]
285,520			46,480		332,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) 45] | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) 79]

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways 71]

15 | 12] FEDERAL AGENCY NAME: U. S. Department of Transportation 45] | 46] FEDERAL SUB-AGENCY NAME: FHWA 79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: Transportation Improvement Program

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42]: 3 | 43] DAY [44]: 16 | 45] YEAR [46]: 1979

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-29(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 8, 1979

Section S.W. Murray Blvd.-S.W. Walker Rd. Unit (if appl)

County Washington City Beaverton

Highway Tualatin Valley Highway State Hwy. No. 8

Termini: M.P.(if appl) Length 2.4 miles

Region 1 Construction Estimate $332,000 (E-4)
Program Amount

B. Purpose of Project: To provide specific improvements in safety, traffic flow, and transit operation for this corridor.

C. Origin & History of Project: A series of problems consisting of severe peak hour travel time delays at signalized intersections, a high accident rate, poor transit waiting facilities, difficult access to downtown Beaverton, and air quality deterioration have been identified in this corridor by local neighborhood and community groups through the City of Beaverton. These problems were evaluated by the CRAG TSM Task Force and the following TSM improvement objectives were identified:

- Improve the regional traffic handling capacity of Canyon/TV Highway.
- Improve local circulation utilizing Canyon/TV Highway and reduce (cont'd p.1A)

D. General Description of Project: The proposed project contains the following elements:

A) Provide a computerized signal intertie system between Walker Rd. & Murray Blvd.

B) Upgrade the existing signals at Hocken & Murray Blvd. to include additional phasing in order to reduce conflicts between left-turning vehicles and oncoming traffic.

C) Widen and provide channelization and lane control signing for Oregon 217

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 4 ; Med. Yes ; Shldrs. ; Parking

Proposed: No. Lanes 4 ; Med. Yes ; Shldrs. ; Parking

Traffic: Existing Facility: Existing ADT 20,200-30,800; Projected ADT ; Yr.

Existing Level of Service

Proposed Facility: Projected ADT ; Yr.

Projected Level of Service

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-16-79

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major _____environmental impact under Oregon's Action Plan.

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels To be determined (TBD)

Acres TBD; Type of Relocation Req. TBD; No. TBD

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

Possible improvements to existing ramps.

Brief Description of River or Stream and Type of Involvement, if any:

No involvement expected.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

To be determined

Other Descriptive Information or Comments:

(Attach project sketch map.)

IC. Origin and History of Project (cont'd)

conflicts between local access vehicles and through vehicles.

- Reduce the occurrence of traffic accidents.
- Increase modal split in the corridor through transit service and facility improvements and also improve ride sharing provisions.
- Enhance air quality in the corridor.

The elements of this project are intended to respond to these objectives and were recommended by the task force.

ID. General Description of Project (cont'd)

frontage road and ramps, both north and eastbound.

D. Provide sidewalk and/or paved transit passenger waiting areas. Possibly install bus shelters at all major intersections and at other important traffic generators along the corridor in order to increase transit patronage and concentrate passengers hence, reduce average number of stops.

E. Provide a park-and-ride lot at some selected site to be determined. Presently there are a number of autos parking in the vicinity of 198th Avenue and TV Highway and utilizing Route #57. The Corridor is also impacted by the Beaverton Park and Ride lot, one of the most successful lots in the region indicating that a high demand for adequate park-and-ride facilities exists along TV Highway.

The park-and-ride lot would increase transit ridership and decrease peak hour congestion in the corridor.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

To be determined

2. Estimated Impact on Traffic Patterns:
Improve flow and safety.
Possible increase in modal split.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

Proposed project would have a comparatively small direct impact on land use (one± acres for park and ride lot). Indirect land use impacts such as land use conversions inconsistent with proposed plans are not expected.

Consequences:

4. Expected Impact on Natural Ecological Resources:

The area is completely urbanized.
No significant impacts are expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

PART II. ENVIRONMENTAL ASSESSMENT

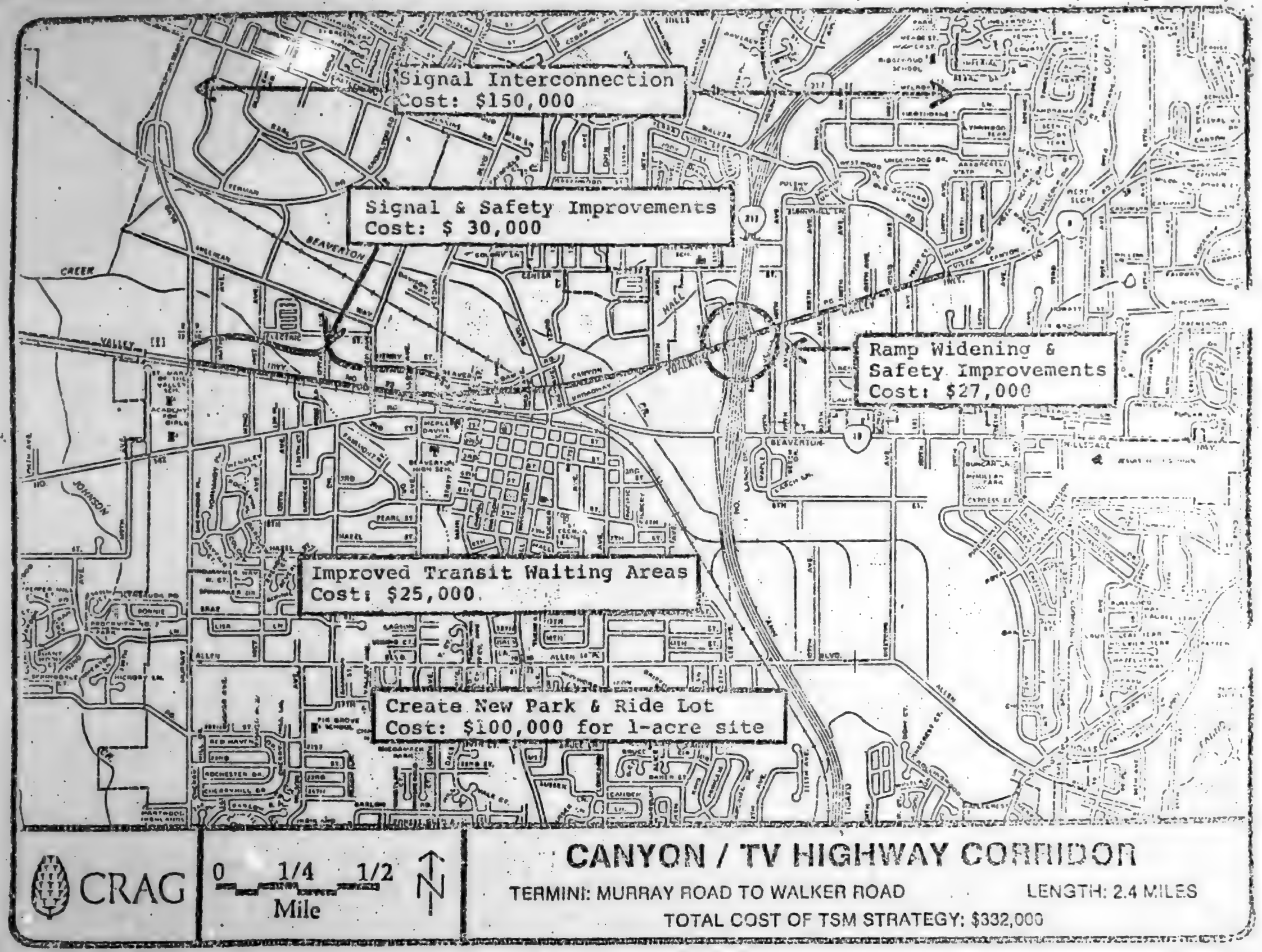
A. Brief Environmental Setting of Project Area:

1. Natural:

The project area is entirely urbanized and heavily congested with auto oriented activity.

2. Cultural:

Land use in the corridor is largely strip commercial development predominated by businesses involved in auto sales, parts, and repair. Fast food stores, small shopping clusters, and variety stores are also evident. A regional Fred Meyer store is planned for the area immediately west of 217 and south of Canyon Road. Confusion and congestion characterize the area's traffic setting, created by awkward street patterns, large traffic volumes, frequent and poorly planned curb cuts, and a concentration of auto oriented businesses. Four regional state highways (Nos. 217, 8, 208, & 10) converse and interconnect in the project area causing conflict between a considerable number of through trips and local traffic.


Signal Interconnection
Cost: $150,000
Signal & Safety Improvements
Cost: $ 30,000
Ramp Widening &
Safety Improvements
Cost: $27,000
Improved Transit Waiting Areas
Cost: $25,000
Create New Park & Ride Lot
Cost: $100,000 for 1-acre site
CRAG
0 1/4 1/2
Mile
CANYON / TV HIGHWAY CORRIDOR
TERMINI: MURRAY ROAD TO WALKER ROAD
LENGTH: 2.4 MILES
TOTAL COST OF TSM STRATEGY: $332,000

9404

January 31, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the February 8 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Beaverton submitted two requests. One is for a $332,000 project to improve a 2.4 mile segment of Tualatin Valley Highway, upgrade existing signals, and construct a park-and-ride lot, the other is for a $277,000 project to provide multiple improvements at various locations within a 2.9 mile section of Beaverton-Tualatin Highway.

Lake Oswego is requesting a $778,000 project to provide four travel lanes and a left-turn lane on Oswego Highway and provide a computerized signal system.

Two requests were received from Clackamas County. One is for a $78,000 project to realign Oatfield Road and modify the Aldercrest Drive approaches, the other is for a $130,000 project to widen Price-Fuller Road and install an emergency fire signal at King Road.

Interstate Transfer funds for these projects are estimated at $1,355,750, with Local Government providing all of the required $239,250 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachments

GEZ:lml
BC: F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
J. H. Versteeg
E. L. Hardt
G. W. Wimer (3)
George Bell
R. N. Bothman

CITY OF BEAVERTON
Proposed Interstate Transfer Project

Tualatin Valley Highway-S.W. Scholls Ferry Road
S.W. Hall Blvd., FAU 9091 (Beaverton-Tualatin Hwy.)
Grade, Pave, Signal Interconnect, Signing & Striping
2.9 miles
$277,000

This project consists of providing multiple improvements at various locations on Hall Boulevard. The improvements will include 1) Interconnecting signals at Canyon and Broadway, creating an additional lane for left turning vehicles from Hall to Canyon, signing to redirect truck traffic, and prohibiting left turns from the north and east quadrants of the Hall and Broadway intersection, 2) Widening for bus turn-outs and constructing shelters for transit patrons at locations to be determined in preliminary engineering phase, 3) Modifying the existing signals at Allen Blvd. and providing left-turn refuges at Denny, Cresmoor and Hart Road, 4) restricting unspecified peak hour train movement, and 5) Channelizing the Scholls Ferry Road intersection.

Right-of-way will be acquired as a participating cost of the project.

State will prepare any necessary environmental statements and perform all phases of preliminary and construction engineering.

City will be responsible for citizen involvement and will conduct any required public hearings.

79-b
1/31/79

PROPOSED PROJECT
FAU 9136
FAU 9127
FAU 9228
FAU 9070
FAU 9219
FAU 9213
FAU 9133
FAU 9139
FAU 9088
FAU 9109
FAU 9015
FAU 9013
FAU 9052
FAU 9106
FAU 9165
FAU 9085
FAU 9234
FAU 9236
4A
BEAVERTON
Pop. 22,190
9094
FAP
TUALATIN
SCHOLLS HWY

94404

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section T.V. Highway - S.W. Scholls Ferry Rd. Date 12/28/78

Highway Beaverton - Tualatin Highway County Washington

Existing Facility

Access control? Partial parking restrictions? Partial
Airport within 2 miles? No, name
Water development in the area? None Involved
Recreation areas " "
Historical areas " "

Roadway: no. lanes 2 paved shoulders? varies
pavement width 30' - 50'

Structures:

MP	description
2.17	Fanno Creek Bridge
2.71	O'Xing, Beaverton-Tigard Highway

Signals: location

Allen Avenue	Tualatin Valley Highway	Broadway Street
Scholls Ferry Rd.	Denny Road,	Highway 217 Ramp

Descriptions of adjacent sections

North end: Junction with Tualatin Valley Highway
South end: 2 Travel Lanes

Railroad crossings

Name of railroad Southern Pacific no. of tracks 2 (M.P. 0.09) 1 (M.P. 2.58)*
Number of trains no. of hi-speed trains
Present protection Crossing Gates
Proposed protection There is a separate ODOT project to widen this crossing
Railroad benefits

Project Tualatin Valley Hwy. - S.W. Scholls Ferry Road / Beaverton-Tualatin Hwy.

Agency City of Beaverton **Date** 12-28-78

Type of Project Signalization, channelization, transit turnouts

The agreement on this project should provide for the following responsibilities where applicable:

		State	Applicant	Consultant
Field Survey		(XX)	( )	( )
Soils Investigation		(X)	( )	( )
Base Design		(X)	( )	( )
Bridge Design	N/A	( )	( )	( )
Signal Design		(XX)	( )	( )
Final Design and Specs		(XX)	( )	( )
Acquire R/W		(XX)	( )	( )
Relocate Utilities		(XX)	( )	( )
Construction Engineering		(X)	( )	( )
Environmental Statements		(X)	( )	( )
Citizen Involvement, Public Hearing (if required)			(X)	

		State	Applicant	Contractor
Maintenance During Construction		( )	( )	(X)
Maintenance After Completion - Roadway		(X)	( )	
Maintenance After Completion - Signals		( )	( )	Per League of Oregon cities agreement
Power Consumption - Signals		( )	( )	
Power Consumption - Lighting		( )	( )	
Pay for Irrigation Water	N/A	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Form E-20 (Rev. 8-71)

9404

VSS0001

2

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-55

AUTHORITY FOR SURVEY

Section: Tualatin-Valley Highway - SW Scholls Ferry Rd.

Highway: Beaverton-Tualatin Highway (SW Hall Blvd.)

County: Washington

Date: December 22, 1978

Authorization No. 1

Survey Prefix 134-1999 (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of the Beaverton-Tualatin Highway (Hall Blvd.) from the intersection with the T-V Highway (MP 0.00) to SW Scholls Ferry Rd. (MP 2.84). The overall length of project is 2.84 miles.

Proposed: TSM project involving intersection improvement at Broadway St., at Canyon Rd., and Scholls Ferry Rd. Signing of a truck route, transit turnouts and shelters, left turn refuges and signal improvements.

Purpose of survey: State to perform the field survey, prepare plans, specifications, estimates and complete PS&E.

IX-9091(4)
4-16-79

Category 3 M
Funding (e)4

		Estimate of Cost
Field Survey	(901)	13,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	300
Soils & Geology	(910)	
Traffic	(911)	7,000
Landscape	(912)	
Liaison R/W	(913)	200
Utility	(914)	600
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	400
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 25,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E. Perkins
Location Engineer

Approved:

SP*23604-734

9404

PART 1. GENERAL INFORMATION

A. Project Identification:

Date December 15, 1978

Section Tualatin Valley Hwy.- SW Scholls Ferry Road Intersection improvements Unit (if appl)

County Washington City Beaverton

Highway Hall Blvd. State Hwy. No.

Termini: M.P.(if appl) Length 2.9 miles

Region I Construction Estimate $277,000 Program Amount

B. **Purpose of Project:** To reduce congestion and delay on Hall Blvd. caused by turning vehicles and stopped buses. There is a high peak hour congestion at intersections; there are high accident rates due to substandard facility design. The improvements in this project would take place at points where these problems are worst.

C. **Origin & History of Project:** This project is an outgrowth of the January 1978 TSM study by CRAG of the Hall Blvd. corridor.

D. **General Description of Project:** Signal interconnect between Canyon / TV, and Broadway intersections with Hall Blvd.; a left turn lane at Hall and Canyon/TV; signing at several points; several transit shelters and turnouts at unspecified points; left turn refuges at Hall and Hart Rd., Hall & Crestmoor Dr., and Hall & Denney Dr.; channelization at Hall-Scholls Ferry Road, unspecified peak hour train movement restrictions, signal modification at Allen Blvd.

Alignment: New Existing X Combined

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. var.; Parking varies

Proposed: No. Lanes 2 ; Med. No ; Shldrs. var.; Parking varies

Traffic: Existing Facility: Existing ADT 9600-19300 Projected ADT 24,000 ; Yr. 1990

Existing Level of Service

Proposed Facility: Projected ADT 24,000 ; Yr. 1990

Projected Level of Service

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels unknown

Acres unknown Type of Relocation Req. parking possibly; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

No significant amounts

Type of Structure(s):
Bus shelters

Brief Description of River or Stream and Type of Involvement, if any:
Fanno Creek, although in the corridor, will not be affected by the project.

Local City, County or COG priorities of project:

High

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
A range of design alternatives is available thorugh the treatment of various intersections.

The No-Build option would maintain existing conditions and bring about worsening congestion and increased accident frequency as traffic volumes increase.

Other Descriptive Information or Comments:

A project which would improve traffic movements at the Highway 217 off-ramps and Hall Blvd. is already funded as a separate project. A separate project is under development which would interconnect signals on t.v. highway west of Hall Blvd. and Canyon Road east of Hall - This will involve the signals to be interconnected in the proposals discussed in this assessment.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project section of Hall Blvd. begins southward from Canyon Road on a relatively flat vertical alignment to Allen Blvd. Abutting vegetation consists of landscaping of residential and commercial properties. The street section in this area consists of curb, gutter, and sidewalk and is drained by a storm sewer system. From Allen Blvd. to Greenway the roadway begins to exhibit a rolling vertical alignment. Vegetation through this section consists of more native vegetation (mostly brush and open field) due to less intense residential development. The roadway, now running southeasterly, resumes a flat alignment as it crosses Fanno Creek, Southern Pacific Railroad tracks, and Highway 217 before intersecting with Scholls Ferry Road. Vegetation through this section consists of brush and open fields with a small stand of fir in the vicinity of Fanno Creek.

2. Cultural:

LAND USE

Canyon to Third - commercial
Third to Allen - Single and multi-family residential
Intersection of Allen - commercial
Allen to Greenway - single and multi-family residential, three churches, one restaurant
Greenway to Scholls Ferry - commercial, office, warehousing, linear park along Fanno Creek

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Requirements to be determined during PE. It is possible that parking may be displaced at the intersection of Denney.

2. Estimated Impact on Traffic Patterns:

Improvements to key intersections may modify circulation patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Smoother vehicle flow resulting from intersection improvements would tend to reduce CO levels. The potential for rearend and turning accidents should be reduced with the introduction of a left turn lane on the two-lane road.

3. Estimated Impact on Land Use:

The enhanced capacity and level of service provided by the project may stimulate development in properties adjacent to the Hall Boulevard corridor.

Consequences:

Increased traffic generation.

4. Expected Impact on Natural Ecological Resources:

None expected

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None expected

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

To be identified during PE.

7. Potential for Controversial Issues:

To be identified during PE.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans Some improvement in level of service should reduce emissions. The project should be consistent. An Indirect Source Permit would be required.

b. Noise Standards

A noise study would be required.

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

Conforms to the Beaverton Area General Plan and is consistent with t CRAG ITP.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	**NON-SIGNIFICANT:**	
____ D & FEIS	__X__ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Much of the work to be done in this project is of a type which could normally be covered by an assessment only. However, very little is known about the specific actions likely to be taken in this project, and consequently the impacts and public reactions cannot be adequately predicted until some PE has been performed. The project also involves a relatively extensive traffic system which has effects greater than the simple sum of its compoments. If PE reveals that the project action will be non-major, a supplemental assessment may be written, indicating that a negative declaration will not be required.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

HALL BLVD. CORRIDOR

Termini: Canyon/TV Hwy. to Scholls Ferry Rd.
Length: 2.9 mi.
Total Cost of TSM Strategy: $277,000

Signing on Hwy 217 to discourage use of Canyon/TV as truck route
Cost: $5,000

Intersection improvements at Canyon/TV and Broadway
- Signal interconnection
- Additional left turn lane at Hall/Canyon-TV
- Prohibit southbound left turns at Broadway/Hall.

Cost: $20,000

Peak hour train restrictions
Cost: Not determined

Transit shelters & turnouts
Cost: $76,000

Signalization improvement
Cost: $10,000

Left turn refuges
Cost: $76,000

Intersection reconstruction (funded by ODOT)

Channelization
Cost: $91,000

BEAVERTON
Pop. 22,150

BEXTON MOUNTAIN

Chart 3

CRAG PROTOTYPE STUDY — EVALUATION OF CANDIDATE TSM PROJECTS

LEGEND
+ Positive Impact
O No Effect
− Negative Impact

PROBLEM AREA: HALL BLVD. CORRIDOR

TERMINI: Canyon/TV Hwy to Scholls Ferry Road LENGTH: 2.9 miles

	CRITERIA	PROBLEM QUANTIFICATION	S: Severe M: Moderate	CANDIDATE TSM PROJECTS: Broadway & TV Hwy Inter. Signals; Left turn bay at TV Hwy; Prohibit left turns at Hall.	Truck Route Signing on Hwy 217	Channelize at Hwy 217 Ramps	Reconstr. at Scholls Ferry	Transit Turnouts & Shelters	Restrict Train Movements	Left Turn Refuges
CORRIDOR MOBILITY	TRANSIT USE	Presently 64 bus trips Approx. daily ridership - 500	S	O	+	+	+	+	+	O
	COMM'L VEH. TRIPS		S	+	+	+	+	O	+	O
	PED./BIKE TRIPS								+	
	PEAK PER. TRIPS	V/C: .70 - .90 ADT: 11,000	S	+	+	+	+	+	+	+
	TRAVEL TIME DELAY	Avg Speed PM(SBd) - 18mph PM(NBd) - 19mph	S	+	+	+	+	+	+	+
SAFETY	ACCIDENT RATE (MVM)	8.04 vs state avg. of 5.2	S	+	O	+	+	+	+	+
SOCIAL / ENVIRON.	AIR QUALITY	30,000 VMT	M	+	+	+	+	+	+	+
	ENERGY CONSUMPTION	30,000 VMT	M	+	+	+	+	+	+	+
	H & E ACCESS									
	TRANSIT RIDER COMF. & CONVEN.	29 Bus stops No shelters	S	O	O	+	O	+	O	O
EXISTING LAND USE	TRAFFIC THRU NEIGH.				+					
	NOISE LEVEL IN NEIGH.				+					
	LOCAL ACC. TO/FROM NEIGH.									
	LOCAL ACC. LOCAL COMM'L/IND. CENTERS									
	ACCESS CENTRALIZED COMM'L/IND. CENTERS	Difficult access to downtown Beaverton	S	+	+	+	+	O	+	+
	UNUSUAL CONDITIONS	Three at-grade railroad crossings cause extensive queues								
	COST			$20,000	$5,000	Presently Funded	$91,000	$76,000	No Cost Determined	$85,000
	OVERALL RECOMMENDATION			Recommended	Rec.	Rec.	Rec.	Rec.	Rec.	Rec.

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND--VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Beaverton

LIMITS Canyon Road to Scholls Ferry LENGTH 2.9 miles

DESCRIPTION

Intersection improvements on Hall Boulevard at Canyon Road and at Broadway, truck route signing, transit turnouts and shelters, various left-turn refuges and signal improvements, reconstruct Scholls Ferry intersection.

PROJECT NAME Hall Blvd Corridor

ID No FAU 9091

APPLICANT Beaverton

SCHEDULE

TO ODOT _____

PE OK'D _____ EIS OK'D _____

CAT'Y _____ BID LET _____

HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN

LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	25	252				277
FEDERAL	21	209				230
STATE						
LOCAL	4	35				39
other		8				8

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 25,000
CONSTRUCTION	89,000
RIGHT OF WAY	
TRAFFIC CONTROL	89,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	5,000
STRUCTURES	
RAILROAD CROSSINGS	
transit	69,000
TOTAL	$ 277.000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL _____ UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION 103(e)(4)	83
other	3

NON FEDERAL

STATE _____ LOCAL 14

8-14-78

9404

9407

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date 8/14/78

Section _____ Unit (if appl) _____

County Washington City Beaverton

Highway Hall Blvd. FAU 9091 State Hwy. No. 141

Termini: M.P.(if appl) Canyon to Scholls Ferry Length 2.9 miles

Region Metro Construction Estimate $277,000
Program Amount

B. Purpose of Project:

Improve through traffic movement in the corridor by optimizing existing facilities.

Reduce auto/transit conflicts

C. Origin & History of Project: Hall Blvd. is a two lane facility which serves major North--South traffic movements between Beaverton and Tigard and Washington Square. Hall Blvd also serves as a connecting link between Beaverton and Hwy 217. Major problems consist of peak hour traffic congestion at intersections which results in travel time delays to both autos and buses; substandard facility design; high accident rates; poor transit waiting areas; difficult access to down town Beaverton and block-ages to through traffic caused by stopped buses.

D. General Description of Project:

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. L. turn; Shldrs. Var.; Parking some

Proposed: No. Lanes 2 ; Med. L. turn; Shldrs. Var.; Parking some

Traffic: Existing Facility: Existing ADT 9600-19300 ; Projected ADT 24,000; Yr. 1990

Existing Level of Service varies along project C-D-E

Proposed Facility: Projected ADT 24,000 ; Yr. 1990

Projected Level of Service C-D

734-3953 (10-75)

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels_____
Yes, No

Locations would be at intersection improvements, amount determined during PE
Acres_____; Type of Relocation Req. Parking possibly No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

No significant amounts

Type of Structure(s):

bus shelters

Brief Description of River or Stream and Type of Involvement, if any:

Fanno Creek, although in the corridor, will not be affected by the project

Local City, County or COG priorities of project:

high

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

A range of design alternatives is available through the treatment of various intersections.

The no-build option would maintain existing conditions and bring about worsening congestion and increased accident frequency as traffic volumes increase.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The project section of Hall Boulevard begins southward from Canyon Road on a relatively flat vertical alignment to Allen Boulevard. Abutting vegetation consists of landscaping of residential and commercial properties. The street section in this area consists of curb, gutter, and sidewalk and is drained by a storm sewer system. From Allen Boulevard to Greenway the roadway begins to exhibit a rolling vertical alignment. Vegetation through this section consists of more native vegetation (mostly brush and open field) due to less intense residential development. The roadway, now running southeasterly, resumes a flat alignment as it crosses Fanno Creek, Southern Pacific Railroad tracks, and Highway 217 before intersecting with Scholls Ferry Road. Vegetation through this section consists of brush and open fields with a small stand of fir in the vicinity of Fanno Creek.

2. Cultural:

Land Use
Canyon to Third - commercial
Third to Allen - single and multi family residential
Intersection of Allen - commercial
Allen to Greenway - single and multi family residential, three churches, one restaurant
Greenway to Scholls Ferry - commercial, office, warehousing, linear park along Fanno Creek

Noise
Occasional truck traffic on route (no percentage available)

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
Requirements to be determined during PE. It is possible that parking may be displaced at the intersection of Denney.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:
Smoother vehicle flow resulting from intersection improvements would tend to reduce CO levels. The potential for rearend and turning accidents should be reduced with the introduction of a left turn lane on the two-lane road.

3. Estimated Impact on Land Use:

Negligible.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None expected

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None expected

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
Intersections of Hall/Denney and Hall/Scholls Ferry where there is very little right-of-way available for improvements.

7. Potential for Controversial Issues:

Parking removal

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - consistent. Likely to reduce emmissions per vehicle due to smoother vehicle flows.

b. Noise Standards - level not known

c. Water Quality Standards - waterways will not be affected

d. Area Land Use and Transportation Plans, and Zoning

Conforms to the Beaverton Area General Plan and is consistent with the CRAG ITP.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: TSM project with minimal right-of-way required, no major street widening, but consisting of spot improvements such as channelization, bus turnouts, signalization and signing.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND--VANCOUVER METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Beaverton
LIMITS Canyon Road to Scholls Ferry LENGTH 2.9 miles
DESCRIPTION
Intersection improvements on Hall Boulevard at Canyon Road and at Broadway, truck route signing, transit turnouts and shelters, various left-turn refuges and signal improvements, reconstruct Scholls Ferry intersection.

PROJECT NAME Hall Blvd Corridor
ID No FAU 9091
APPLICANT Beaverton

SCHEDULE

TO ODOT ____
PE OK'D ____ EIS OK'D ____
CAT'Y ____ BID LET ____
HEARING ____ COMPL'T ____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT ____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	25	252				277
FEDERAL	21	209				230
STATE						
LOCAL	4	35				39
other		8				8

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	$ 25,000
CONSTRUCTION	89,000
RIGHT OF WAY	
TRAFFIC CONTROL	89,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	5,000
STRUCTURES	
RAILROAD CROSSINGS	
transit	69,000
TOTAL	$ 277,000

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL
FAUS (PORTLAND) ____
FAUS (OREGON REGION) ____
FAUS (WASH REGION) ____
UMTA CAPITAL ____ UMTA OPRTG ____
INTERSTATE ____
FED AID PRIMARY ____
INTERSTATE SUBSTITUTION 103(e)(4) 83
other 3
NON FEDERAL
STATE ____ LOCAL 14
____ ____

Termini : Canyon/TV Hwy. to Scholls Ferry Rd.
Length: 2.9 mile
Total Cost of T[illegible] Strategy: $277,000

Signing on Hwy 217 to discourage use of Canyon/TV as truck route
Cost: $5,000

Intersection improvements at Canyon/TV and Broadway
- Signal interconnection
- Additional left turn Lane at Hall/Canyon-TV
- Prohibit southbound left turns at Broadway/Hall.

Cost: $20,000

Peak hour train restrictions
Cost: Not determined

Transit shelters & turnouts
Cost: $76,000

Signalization improvement
Cost: $10,000

Left turn refuges
Cost: $15,000

Intersection reconstruction (funded by ODOT)

Channelization
Cost: $91,000

BEAVERTON
Pop. 22,150

SEXTON MOUNTAIN

9404

(2)

FEDERAL AID PROJECT REQUEST

Date 8/4/78

Applicant Agency City of Beaverton

Request for: Off-System ____, FAS-C ____, FAUS ____ Project 103 (e)(4)

Federal Aid Route No. 9091 Route Name Hall Blvd

Project Name Hall Blvd Corridor

Project Length 2.9 miles Project Location (Attach sketch map)

Project Description

intersection improvements on Hall Blvd at Broadway and at Canyon Rd. truck route signing, transit turnouts and shelters, various left-turn refuges and signal improvements, reconstruct Scholls Ferry and Hall intersection

Average Daily Traffic 9600 (min.) to 19300 (max.) Design Speed 30 -- 50

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 30'--50' Travel Lanes 2 Shoulders varies

Medians none Parking various locations

Sidewalks Canyon to Allen and Greenway to Scholls Ferry cross-

Remarks section varies considerably along length.

2. Desired Roadway Cross Section: (Attach sketch)

Width 30'--50' Travel Lanes 2 Shoulders varies

Medians none Parking existing

Curbed existing Length Curb Radii

Sidewalk/Bikeway

Remarks left-turn lanes will be added at various locations no major widenings planned

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 40' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks For intersection improvements at Denney, Cressmoor, Hart, Scholls Ferry

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

1) Canyon--two phase fully actuated 2) Broadway--two phase fixed-time
3) Allen--two phase fixed time 4) Denney--two phase fully actuated
5) 217 ramp--two phase fixed time 6) Scholls--two phase fixed time

2. Proposed Signalization:

Location To be determined in PE

Type

Phases

Type of Suspension

Interconnected

Remarks Changes in signalization to increase capacity and/or safety will be determined during preliminary engineering

3. Permanent Signing:

Include in project or by applicant? in project

4. Permanent Striping:

Include in project or by applicant? in project--to be done by State forces

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

generally, 400 Watt/21,000 lumens spaced at 200 foot intervals for entire length of project

2. Proposed Illumination:

Location to be determined during PE if affitional is needed

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Fanno Creek

Type Timber

Approach Roadway Width Shoulder Width

Length Width

To remain in place? yes

2. Proposed Structure: none

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X . No _____

   Name of Railroad Southern Pacific

   Existing Crossing Protection crossing gates

2. Will existing railroad crossing be altered? not as part of this project

   Remarks There is a seperate project by ODOT to widen the crossing.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — ODOT (Metro)/City of Beaverton (Office)
2. Environmental — ODOT Metro (Office)
3. Public Hearing — City of Beaverton--Michael Odom (Office)

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Assist in preliminary engineering and preparation of contract plans.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 89,000
Right-of-way costs (if participating)	10,000
Traffic control	94,000 84,000
Illumination	
Structures	
Railroad	
Other transit shelters & turnouts	69,000
Preliminary engineering	25,000
PROJECT TOTAL	$ 277,000

Remarks Actual costs of various features of the project may vary upon completion of PE

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Beaverton and/or _____ COUNTY

By_____ Mayor

By_____ City Recorder

By_____

By_____

By_____

Termini : Canyon/TV Hwy. to Scholls Ferry Rd.
Length: 2.9 mile
Total Cost of T[illegible] Strategy: $277,000

Signing on Hwy 217 to discourage use of Canyon/TV as truck route
Cost: $5,000

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Transit shelters & turnouts
Cost: $76,000

Signalization improvement
Cost: $10,000

Left turn refuges
Cost: $75,000

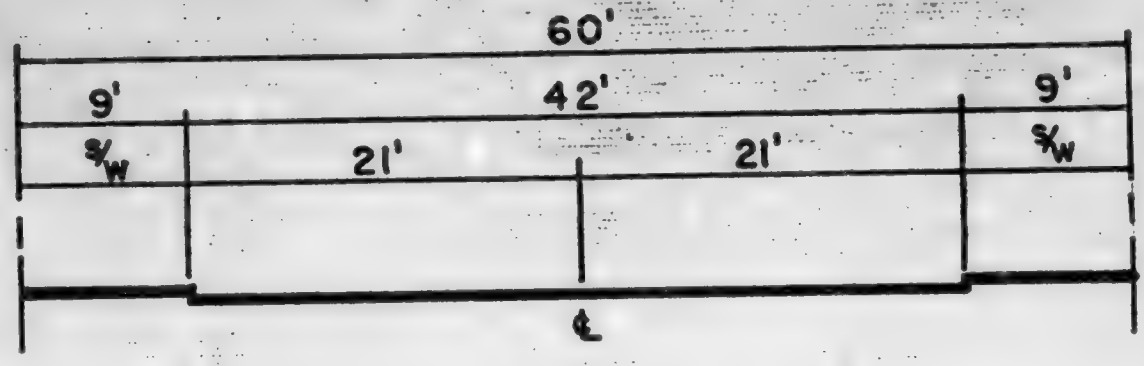
Intersection reconstruction (funded by ODOT)

Channelization
Cost: $91,000

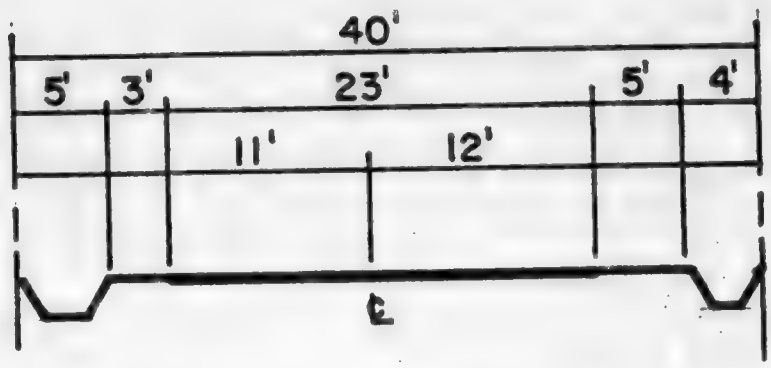
HALL BLVD.

TYPICAL SECTION

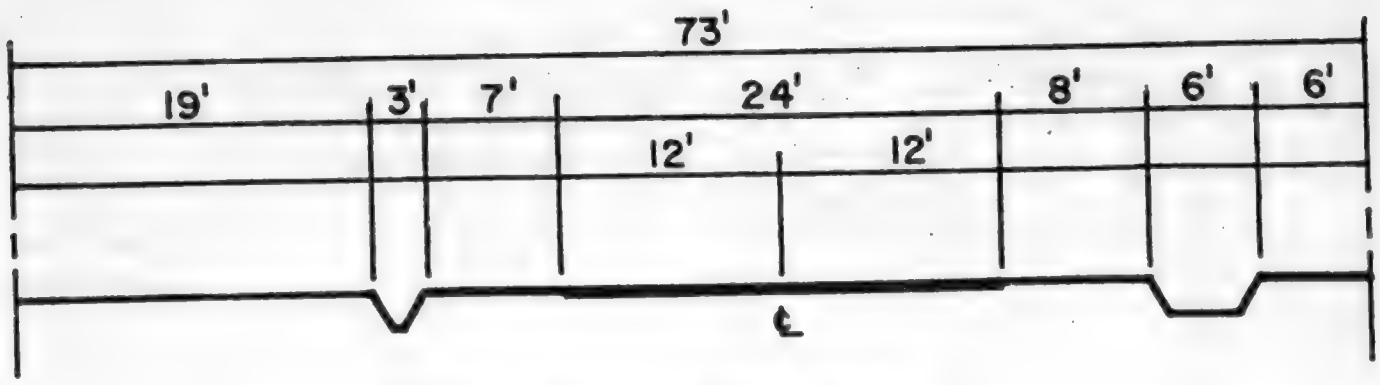
SCALE: 1"=12'



CANYON ROAD - ALLEN BLVD.



ALLEN BLVD.- DENNY ROAD

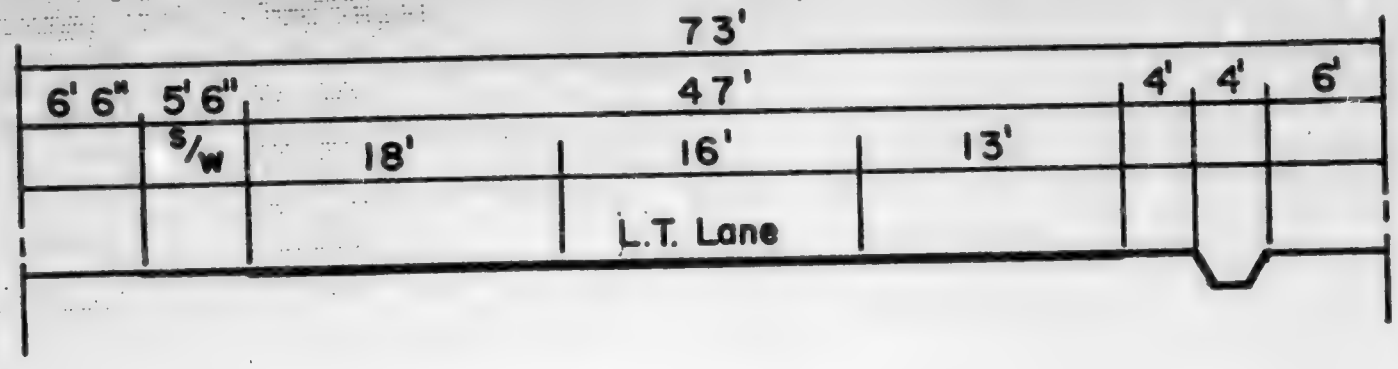


DENNY ROAD - RIDGECREST

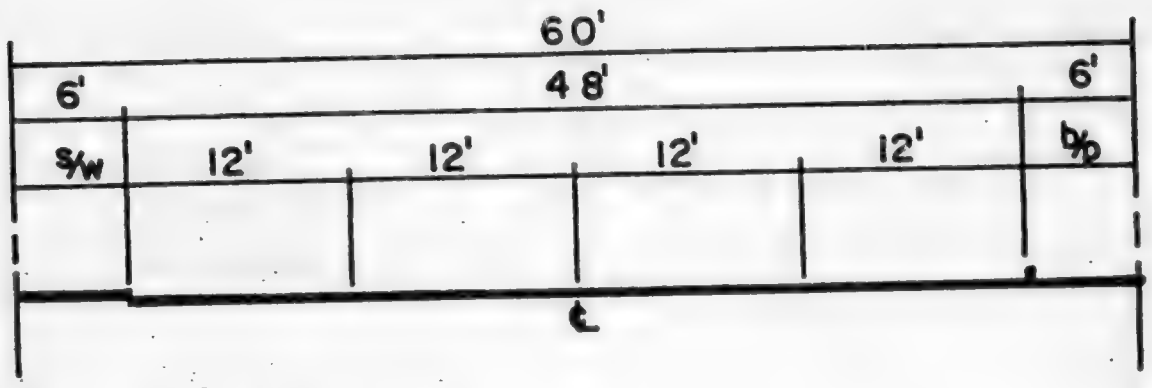
HALL BLVD.

TYPICAL SECTION

SCALE: 1"=12'



RIDGECREST - HWY. 217



HWY. 217 - SCHOLLS-FERRY ROAD

TUALATIN VALLEY HIGHWAY - SOUTHWEST SCHOLLS FERRY ROAD

Beaverton - Tualatin Highway (Hall Blvd.)

Intersection Improvements

The attached report for the Hall Boulevard corridor is the evaluation and recommendation of proposed improvements to the Hall Boulevard corridor as presented in the January 1978 TSM Study by CRAG.

Although some specifics, such as channelization or storage lengths for improvements are not well defined, the location and type of improvements are described in the report.

This is a worthwhile project because of the congestion and delay on Hall Boulevard caused by turning vehicles and stopped buses.

pq

CRAG "TSM CANDIDAT PROJECTS"
Jan 1978

C. HALL BOULEVARD CORRIDOR

1. INTRODUCTION

The Corridor extends from Canyon/TV Highway to Scholls Ferry Road and affects the City of Beaverton and Washington County. Hall Boulevard is a two lane facility which serves major north-south traffic movements between Beaverton and Tigard and also serves as a connecting link between Beaverton and Highway 217.

Major problems consist of peak hour traffic congestion at intersections which results in travel time delays to both autos and buses, substandard facility design, high accident rates, poor transit waiting areas, difficult access to downtown Beaverton and blockages to through traffic caused by stopped buses.

2. TSM IMPROVEMENT OBJECTIVES

During the project identification workshops, the following improvement objectives were identifed:

- Improve through traffic movement in the Corridor by optimizing existing facilities.
- Reduce auto/transit conflicts.

3. TSM PROJECT EVALUATIONS

Eight TSM candidate projects have been suggested as solutions to the problems identified along the Corridor. Chart 3 details the interrelationships among TSM actions and which types of problems the candidate project solves.

The individual evaluations are as follows:

Interconnect the Broadway and Canyon/TV Signals; Create A Left Turn Bay on the South Leg of the Canyon/TV Intersection; and Prohibit Left Turns at Broadway ($20,000)

The intersections of Hall and Canyon/TV and Hall and Broadway are major congestion points along Hall Boulevard (average p.m. nbd. peak speed is 3 mph). Interconnection of the signals to ensure proper coordination, creation of an additional lane to provide storage for left turning vehicles from Hall to Canyon/TV, and prohibition of left turns from the north and east quadrant of the Hall and Broadway intersection is recommended.

The project would solve seven out of the nine problems identified and meet one of the two improvement objectives. It is recommended for inclusion into the Corridor strategy.

Truck Route Signing on Highway 217 ($5,000)

Beaverton-Hillsdale Highway and Broadway presently serves a high amount of commercial vehicle trips between Highway 217 and Canyon/TV Highway. The situation creates safety problems and auto/truck conflicts. The project is to sign Highway 217 so as to encourage trucks to use the Canyon/TV exit.

The project solves seven out of nine problems identified on the Corridor. However, the project would increase commercial vehicle trips on Canyon/TV Highway which has been identified as having a high number of commercial vehicle trips and difficulty in accommodating them. Because Canyon/TV is a four lane facility and ramp improvements are recommended at Highway 217/Canyon/TV, it is recommended that truck signing be implemented to direct truck movements to Canyon/TV Highway.

Reconstruction of Highway 217 On and Off Ramps at Hall (Already Funded)

The intersection experiences extremely severe p.m. peak (Sbd.) travel time delays. The project would provide a left turn bay and signal interconnection with a nearby railroad signal.

The project is already funded and will be implemented by ODOT in the near future.

Channelization of Hall Boulevard and Scholls Ferry Road ($91,000)

The intersection is presently at capacity and the project will increase the efficiency of the facility, expecially during peak hours, and facilitate through movement along the Corridor.

The project is recommended for inclusion into the Corridor strategy.

Transit Turn-Outs and Shelters ($76,000)

Given Hall's two lane roadway, bus turn-outs could help reduce delay during peak hours. Consideration should be given to making these turn-outs near-side (on the intersection approach) rather than far-side, and designing them to serve right turn movements. This would, thus, provide additional benefit to general traffic. If left turn lanes are absent, this design treatment would also enable through traffic to swing around left turning vehicles, although permitting this (by not marking the lane RIGHT TURN ONLY) at any specific location should depend upon site geometry and traffic pattern.

The projects are recommended as part of the Corridor strategy.

Hall Boulevard One Way Couplet and Road Extension

The project would extend Watson Street north to link up with Hall Boulevard (north of Canyon/TV Highway) and connect Watson and Hall into a one way couplet.

The project requires extensive reconstruction and is, perhaps, beyond the CRAG TSM philosophy, although the improvement could have considerable benefit.

However, it appears there are urban renewal funds which are available to fund a road extension between Broadway and Canyon/TV for Watson. The project would be an interim project in advance of the Canyon/TV-to-Hall new road construction. The interim project would utilize signalization improvements recommended for the Farmington-Second couplet, could be implemented at the same time as the Farmington-Second couplet, and would utilize a different funding source.

It is recommended the interim project be implemented at the same time as the Farmington-Second couplet and that it be funded through urban renewal monies.

Left Turn Refuges and Signalization Improvements ($85,000)

The project is to provide left turn refuges at Denny, Crestmoor and Hart Road, and improve signalization at Allen. The project would decrease travel time delays caused by left turning vehicles, reduce the occurrence of accidents and facilitate more efficient movement to/from Allen and Hall.

The project is recommended as part of the Corridor strategy.

4. CORRIDOR STRATEGY

The following candidate TSM projects are recommended for implementation as a package:

TSM Project	Cost
. Broadway and Canyon/TV Highway Intersection Improvements	$ 20,000
. Truck Route Signing	5,000
. Highway 217 On/Off Ramps Channelization	Presently Funded
. Transit Shelters and Turn-Outs	76,000
. Various Left Turn Refuges and Signalization Improvements	85,000
. Restrict Train Movements During Peak Hours	No Cost Determined
. Reconstruct Scholls Ferry Intersection	91,000
Total Cost	$277,000

The strategy maximizes the existing highway facilities through traffic engineering capacity optimization actions. Also included are a number of transit stop amenities and turn-outs which will reduce travel time delays to through traffic caused by stopped buses.

The strategy addresses the major problems identified in the Corridor and represents a comprehensive TSM solution.

GS:dc
S:316/38-41

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS CONTRACT NUMBER
INDEX NONE

INDEXING BEGINS WITH : 9404 (Cont'd from Reel 229) (1980) ENDS WITH 9404 (1980)

FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	230	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 11th DAY OF December 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER T[illegible]E KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

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SIGNATURE OF CAMERA OPERATOR

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